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Eighty-Sixth Annual Report
of the
Public Service Commission
Of South Carolina
1963-1964

J. LEWIS MOSS, Chairman
JOHN J. SNOW, Vice-Chairman
EDWARD WIMBERLY
CLYDE F. BOLAND
ARTHUR D. AMICK
GUY BUTLER
CHARLES A. RICE

Commissioners

J. N. LAND, JR., Executive Secretary
HARRY M. LIGHTSEY, JR., Asst. Attorney General
R. M. BALLENTINE, Dir. Motor Transport Div.
C. E. LOGWOOD, Director of Rate Bureau
O. E. BRUCE, Director of Telephone, Gas and Water
J. H. STILL, Asst. Director of Telephone, Gas and Water
L. R. MILLER, Director Electrical Utilities Division
W. C. SHEELY, Assistant Director, Electrical Utilities
Division

Printed Under the Direction of the
State Budget and Control Board

S. C. STATE LIBRARY

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LETTER OF TRANSMITTAL

OFFICE OF PUBLIC SERVICE COMMISSION

*To His Excellency, Donald S. Russell, Governor of South
Carolina:*

Sir:

We have the honor to transmit herewith the Eighty-Sixth Annual Report of the Public Service Commission of South Carolina for the year ending June 30, 1964.

Yours respectfully,

J. LEWIS MOSS, Chairman
JOHN J. SNOW, Vice-Chairman
EDWARD WIMBERLY
CLYDE F. BOLAND
ARTHUR D. AMICK
GUY BUTLER
CHARLES A. RICE
J. N. LAND, JR., Executive Secretary

Division
J. H. STELL, Asst. Director of Telephone, Gas and Water
L. E. MILLER, Director Electrical Division
W. C. SHANEY, Assistant Director, Electrical Division

Public Utility and Commerce of the
State, Raleigh and Columbia, South
Carolina

ANNUAL REPORT OF THE PUBLIC SERVICE
COMMISSION OF SOUTH CAROLINA

To the General Assembly of South Carolina:

The Public Service Commission has the honor to respectfully submit for your consideration this its Eighty-Sixth Annual Report.

Below is the personnel of the present Commission and the Counties comprising the seven districts.

Sixth District

John J. Snow, Vice-Chairman _____ Hemingway, S. C.
Darlington, Dillon, Florence, Georgetown, Horry, Marion,
Marlboro, Williamsburg

Seventh District

Edward Wimberly _____ St. Matthews, S. C.
Calhoun, Lee, Lexington, Orangeburg, Richland, Sumter

First District

Clyde F. Boland _____ Charleston, S. C.
Berkeley, Charleston, Clarendon, Colleton, Dorchester

Second District

Arthur D. Amick _____ Batesburg, S. C.
Aiken, Allendale, Bamberg, Barnwell, Beaufort, Edgefield,
Hampton, Jasper, Saluda

Third District

Guy Butler _____ Greenwood, S. C.
Abbeville, Anderson, Greenwood, McCormick, Newberry,
Oconee, Pickens

Fourth District

Charles A. Rice _____ Greenville, S. C.
Greenville, Laurens, Spartanburg, Union

Fifth District

J. Lewis Moss, Chairman _____ York, S. C.
Cherokee, Chester, Chesterfield, Fairfield, Kershaw, Lan-
caster, York

SOUTH CAROLINA PUBLIC SERVICE COMMISSION

RATE BUREAU

SECRETARY

**DIRECTOR OF TELEPHONE,
GAS AND WATER**

**MOTOR TRANSPORT
DIVISION**

**ELECTRICAL UTILITIES
DIVISION**

REPORTER

The major line of railroads operating within the State have continued their maintenance programs to an extent necessary to keep their properties in good condition. Main tracks are well ballasted and free of weeds. Expenditures during 1937 for track and other track materials, ballast and track laying and maintenance were an approximately the same level as for the prior year. Smaller lines and branch lines have been maintained sufficiently to accommodate the traffic being handled over them. Station buildings generally are in satisfactory shape and the

This report is divided into four sections as follows:

PART I—Railroad and Express Companies, Freight and Express Rates, Motor Carrier Rates.

PART II—City Bus Transportation, Gas Utilities, Telegraph Companies, Telephone Companies, Water Utilities.

PART III—Motor Transport Division.

PART IV—Electrical Utilities Division.

Part I

RATE BUREAU

Physical Condition of Railroads

The major lines of railroads operating within the State have continued their maintenance programs to an extent necessary to keep their properties in good condition. Main tracks are well ballasted and free of weeds. Expenditures during 1963 for ties, rails and other track materials, ballast and track laying and surfacing were on approximately the same level as for the prior year 1962. Smaller lines and branch lines have been maintained sufficiently to accommodate the traffic being handled over them. Station buildings generally are in satisfactory shape and the more active ones, of course, are in an excellent condition of maintenance. In some instances where station agency activities have declined appreciably, the agencies have been closed, and station buildings have been retired to avoid further maintenance expenses.

New Equipment

Class I rail lines, the larger ones, serving the State are continuing to purchase and place in service new equipment, particularly new, greater capacity, freight cars. New, 100-ton capacity, open top hopper cars (sometimes called coal cars) are being put into service; jumbo tank cars, of 20,000-gallon capacity, are finding wider fields of usage in transporting various liquids in bulk; and high-capacity covered hopper cars are finding service in transporting many dry bulk commodities, including grain, soybeans and cement. These higher capacity freight cars permit rail lines to reduce rates, with the result of lowered unit transportation costs to shippers.

Trailer-on-flat-car service continues to expand in acceptance by shippers. Plans II, all rail service, and III, ramp-to-ramp movement of private shipper trailers, are most commonly used in our area. Many different commodities are being transported in this type of service.

In the box car field, carriers are placing in service more and more of the so-called damage-free (DF) cars, with cushioned underframes, which greatly reduce, if not completely eliminate, transit damages to lading. These cars are usually equipped with built-in bulkhead equipment and/or sidewall fillers to secure lading, thus eliminating shipper-installed dunnage and bracing for that purpose.

Railroad Abandonments and Extensions

The Georgia & Florida Railway Company (successor to Georgia & Florida Railroad, Receivers) was authorized by the Interstate Commerce Commission to discontinue operating and abandon approximately 20 miles of its line extending from the southern outskirts of Edgefield to North Augusta. There was only one non-agency station, Stephens, along this stretch of track and train movements over it had been suspended for some time because of the condition of the trackage. The Railway had obtained trackage rights over Southern Railway between Edgefield and North Augusta, and a physical connection between the Southern and the G&F was installed at Edgefield; thus permitting resumption of through train movements via the G&F between Greenwood and Augusta and beyond.

The Greenville & Northern Railway Company was authorized by the ICC to abandon the nub-end of its line from Marietta to Cleveland, a distance of about five (5) miles. One industry was served by this portion of line, and in recent years that industry had replaced rail service with motor carrier service, except for coal traffic, and more recently had converted to natural gas, thus eliminating the coal traffic.

Railroad Mergers

The merger of the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railroad Company into a new company known as the Seaboard Coast Line Railroad Company has received a generally favorable decision from the Interstate Commerce Commission, but opponents of the matter have appealed the ICC's decision to the Courts and the case rested in the Courts as of the end of our fiscal year. It is anticipated that litigation will consume another year or more, with outcome uncertain.

Railway Operating Revenues, Operating Expenses, and Operating Ratios

For the year ending December 31, 1963, South Carolina rail lines reported their operating revenues, operating expenses, and operating ratios, resulting from their entire operations in state and interstate commerce, as follows:

Reporting Company	Railway Operating Revenues	Railway Operating Expenses	Operating Ratio
Atlantic Coast Line	\$177,725,825	\$138,597,626	77.98
Carolina & Northwestern	3,474,899	2,061,001	59.31
Carolina Western	27,535	15,462	56.15
Clinchfield Railroad	22,381,074	13,141,909	58.72
Columbia, Newberry & Laurens	1,196,717	662,174	55.33
Georgia & Florida (Receivers)* ..	1,134,840	1,200,457	105.78
Georgia & Florida Ry. Co.†	601,418	1,333,722	221.76
Greenville & Northern	94,453	77,410	81.96
Hampton & Branchville	100,907	102,181	101.26
Lancaster & Chester	720,518	335,865	46.61
Pickens Railroad	43,867	37,338	85.12
Piedmont & Northern	5,691,728	3,149,214	55.33
Rockton & Rion†	86,248	70,765	82.05
Seaboard Air Line	172,542,586	132,755,368	76.94
Southern Railway	278,313,790	193,520,015	69.53
Ware Shoals	59,291	54,494	91.90

* First six months ending June 30, 1963.

† Last six months ending December 31, 1963.

‡ Rockton & Rion Railroad is a common carrier railroad intrastate in South Carolina only.

The operating ratio is simply the percentage relationship of operating expenses to operating revenues.

Railway Tax Accruals

Tax accruals of the South Carolina rail lines for the year ending December 31, 1963, as contained in their annual reports to the Commission, were as follows:

Railroad	Total Railway Tax Accruals	All U. S. Govt. Taxes	Other than U. S. Govt. Taxes	
			All States	S. C. Only
A. C. L.	\$14,700,000	\$ 8,637,009	\$ 6,062,991	\$ 1,038,776
Car. & N. W.	188,943	105,957	82,986	25,970
Caro. Western	6,914	5,674	1,240	1,240
Clinchfield	2,491,747	1,282,151	1,209,596	48,712
C. N. & L.	250,150	192,283	57,867	57,867
G. & F. (R) (1) ..	93,679	69,268	24,411	1,837
G. & F. (2)	462,062-R	494,090-R	32,028	—
Gr. & Nor.	6,949	4,826	2,123	2,123
H. & B.	6,962	5,831	1,131	1,131
L. & C.	137,647	110,208	27,439	27,439
Pickens	2,340	1,931	409	409
P. & N.	1,271,409	969,239	302,170	188,387
R. & R.	None	—	—	—
S. A. L.	15,411,521	10,303,124	5,108,397	648,315
Southern	32,087,337	20,502,332	11,585,005	1,372,859
Ware Shoals	4,904	4,241	663	663

- (1) Georgia & Florida Railroad (Receiver)—first six months ending June 30, 1963.
- (2) Georgia & Florida Railway Company—last six months ending December 31, 1963.

R Denotes red figure—estimated tax benefit of 1963 net operating loss.

U. S. Government Taxes indicated include income, old age retirement, unemployment insurance and other United States taxes. The South Carolina taxes include income, property, sales, gross receipts and license taxes. The sums under "All States," in some instances, include nominal amounts paid the Government of Mexico, etc.

Rail Income

For the year ending December 31, 1963, four (4) South Carolina roads reported deficits in "Net Railway Operating Income," and five (5) reported deficits in "Net Income After Fixed Charges and other Deductions," considering the Georgia & Florida Railroad (Receiver) and the Georgia & Florida Railway Company as separate companies. The term "Net Railway Operating Income" is the result of deducting from railway operating revenues the railway operating expenses and railway tax accruals, then further deducting from that figure, or adding to it, as may be proper in the circumstances, net rents from hire of freight cars, locomotives, etc., and joint facilities. This figure reflects the result of operating the company as a railroad. The term "Net Income After Fixed Charges and other Deductions" reflects Net Railway Operating Income plussed-up by income from non-operating sources, less miscellaneous deductions from income, less fixed and contingent charges, and indicates the corporate results. These selected income account items for the various South Carolina lines for 1963 are summarized below, and the figures shown for each carrier embrace its entire operations in both state and interstate commerce:

NAME OF REPORTING CARRIER	Net Railway Operating Income	Net Income After Fixed Charges and Other Deductions
Atlantic Coast Line	\$15,054,911	\$15,426,790
Carolina & Northwestern.....	640,974	128,968
Carolina Western	3,238	9,738
Clinchfield Railroad	7,123,994	Note
Columbia, Newberry & Laurens	166,134	187,193
Georgia & Florida (Receiver) (1).....	306,204-D	421,288-D
Georgia & Florida Railway (2).....	317,814-D	317,065-D
Greenville & Northern	310-D	1,333-D
Hampton & Branchville.....	1,338	5,572
Lancaster & Chester.....	195,861	339,422
Pickens Railroad	425	1,075-D
Piedmont & Northern	591,620	738,914
Rockton & Rion	15,483	15,632
Seaboard Air Line.....	19,200,078	16,451,267
Southern Railway	41,469,363	33,038,551
Ware Shoals	3,290-D	5,292-D

D—Denotes red figure, or deficit.

(1) First six months ending June 30, 1963.

(2) Last six months ending December 31, 1963.

Note: The Clinchfield Railroad Company is the operating company for lessees: Atlantic Coast Line Railroad Company and the Louisville & Nashville Railroad Company. Its income after fixed charges and other deductions is transferred to lessees. Income Account for the year shows \$4,756,474 as "Income Transferred to Other Companies."

Passenger Train Service

Toward the latter part of the fiscal year ending June 30, 1963, the Atlantic Coast Line Railroad Company discontinued the operation of its Passenger Trains Nos. 77 and 78 between Florence, South Carolina, and Savannah, Georgia. These trains formerly operated as first-class passenger trains handling numerous coaches, Pullman cars, and diner service. Patronage declined to the point that the last Pullman car service on the train had to be discontinued February 29, 1964. Average passenger miles per train mile decreased for both trains from 9.62 as of June 30, 1962, to 7.20 for the six-months ending December 31, 1963, with similar decrease in the number of passengers handled per trip. Coast Line has two other sets of trains, 75 and 76 and 375 and 376, serving most of the points served by 77 and 78, which will continue handling local passenger traffic and express traffic.

No other curtailments of passenger train services occurred in the State except, of course, the customary winter-time on-and-off schedules operated to accommodate the Florida traffic.

Rate Applications

During the fiscal year ending June 30, 1964, the Commission's Rate Bureau handled 275 applications and matters of similar nature relating to rail, express and motor carrier tariff changes, and rail and express services and facilities. We were able to dispose of the greater portion of these applications, mostly rate and charge reductions and tariff liberalizations, through our in-

formal procedures. Such of them as could not be so disposed of, were assigned to the formal docket for public hearings and decision.

Rail Accidents

Grade crossing accidents resulting from collisions between moving trains and highway vehicles accounted for most of the accidents reported to the Commission during the past fiscal year. Some of these occurred at crossings protected with automatic visual and/or audible warning devices, which were operating at the time.

As to accidents involving passengers on trains, Seaboard's Silver Meteor, No. 58 northbound, May 30, 1964, was involved in a derail just north of Ulmers, 16 cars and one engine. Remarkably, no one was killed. Ninety passengers, 20 railroad employees, and two other persons, were injured to some degree, but, again fortunately, most of them in a minor way. The derail and wreck was attributed to a broken rail joint; inspection revealing an approximate 70% old, hidden, defect in the joint.

MILEAGE OF ROAD OPERATED IN SOUTH CAROLINA (Single or First Main Track) December 31, 1963

Name of Railroad Company	Number of Miles
Atlantic Coast Line Railroad Co.....	1,083.54
Carolina & Northwestern Railway Co.....	81.07
Carolina Western Railroad.....	4.50
Clinchfield Railroad Co.....	18.09
Columbia, Newberry & Laurens Railroad Co.....	74.89
Georgia & Florida Railroad.....	57.03
Greenville & Northern Railway Co.....	19.00
Hampton & Branchville Railroad Co.....	17.00
Lancaster & Chester Railway Co.....	28.99
Pickens Railroad Co.....	9.30
Piedmont & Northern Railway Co.....	100.06
Rockton & Rion Railroad.....	12.00
Seaboard Air Line Railroad Co.....	736.52
Southern Railway Co.....	1,038.76
Ware Shoals Railroad.....	5.17
Total	3,285.92

MILES OF ROAD AND YARD SWITCHING TRACKS (All Tracks) Corrected to December 31, 1963

Terminal Companies	Number of Miles
Charleston Union Station Co.....	.00
Columbia Union Station Co.....	1.01
North Charleston Terminal Co.....	17.81
Port Terminal Railroad of S. C.....	8.70
Port Utilities Commission.....	9.95
Spartanburg Terminal Co.....	.78
Total	38.25

RAILROAD COMPANIES OPERATING IN SOUTH CAROLINA—DECEMBER 31, 1963

Name of Company	Officers	Official Address
Atlantic Coast Line Railroad	W. T. Rice, President	Jacksonville, Fla.
Carolina & Northwestern Railway	D. W. Brosnan, President	Washington, D. C.
Carolina Western Railroad	T. H. Brice, President	Sunter, S. C.
Clinchfield Railroad Co.	D. C. Hastings, General Manager	Erwin, Tenn.
Columbia, Newberry & Laurens Railroad	W. T. Rice, President	Jacksonville, Fla.
Georgia & Florida Railway Co.	J. P. Belvin, President	Augusta, Ga.
Greenville & Northern Railway	S. M. Pinsly, President	Boston, Mass.
Hampton & Branchville Railroad	D. U. Harrell, General Manager	Greenville, S. C.
Lancaster & Chester Railway	W. Norris Lightsey, President	Hampton, S. C.
Pickens Railroad Co.	H. W. Close, President	Lancaster, S. C.
Piedmont & Northern Railway	James F. Jones, Sr., President	Pickens, S. C.
Rockton & Rion Railway	W. I. Rankin, President	Charlotte, N. C.
Seaboard Air Line Railroad Co.	E. J. Miner, Secretary	Rion, S. C.
Southern Railway Co.	John W. Smith, President	Richmond, Va.
Ware Shoals Railroad	D. W. Brosnan, President	Washington, D. C.
	M. B. Eubanks, President	Greenwood, S. C.
	J. B. Hughes, General Manager	Ware Shoals, S. C.
TERMINAL COMPANIES		
Charleston Union Station Co.	W. T. Rice, President	Jacksonville, Fla.
Columbia Union Station Co.	D. D. Strench, Vice-President	Charlotte, N. C.
	D. D. Strench, President	Charlotte, N. C.
North Charleston Terminal Co.	W. T. Rice, Vice-President	Jacksonville, Fla.
	D. D. Strench, President	Charlotte, N. C.
Port Terminal Railroad of S. C.	W. T. Rice, Vice-President	Jacksonville, Fla.
	J. P. Qualey, Gen. Oper. Mgr.	Charleston, S. C.
Port Utilities Commission	C. G. Barr, Jr., General Manager	Charleston, S. C.
	J. P. Qualey, Gen. Oper. Mgr.	Charleston, S. C.
Spartanburg Terminal Company	C. G. Barr, Jr., General Manager	Charleston, S. C.
	L. S. Jeffords, President	Jacksonville, Fla.

Part II

CITY BUS TRANSPORTATION

The Public Service Commission has jurisdiction over city bus transportation where the bus service supersedes electric street railway transportation. This gives the Commission jurisdiction over city bus transportation in Anderson, Charleston, Columbia, Greenville and Spartanburg.

Gasoline and diesel buses are operated in South Carolina by the Duke Power Company at Anderson and Spartanburg, by the Greenville City Coach Lines, Inc., at Greenville, and by the South Carolina Electric & Gas Company at Charleston and Columbia.

During the year 1963, the above named bus companies transported 18,755,660 passengers as compared to 19,423,679 in 1962. This was a decrease of 668,019 passengers hauled in 1963 compared to 1962. However this is still a reduction of passengers transported of approximately 64% since 1950.

During the fiscal year 1963-1964 a number of changes were made in bus routes and schedules in order to make the most economical use of the facilities of the various bus transportation companies operating in this State.

GAS UTILITIES

Natural gas is brought into South Carolina from the gas fields in Louisiana and Texas by the Transcontinental Gas Pipeline Company and the Southern Natural Gas Company. Transcontinental's pipeline passes through the upper part of the State, while Southern terminates at a point near Aiken, S. C. These two pipeline companies furnish gas in South Carolina from their facilities to the privately owned gas utilities operating in South Carolina, as well as the gas authorities and municipally owned systems.

The Federal Power Commission has jurisdiction of Transcontinental Pipeline Company and the Southern Natural Gas Company, thereby having control over the price of, and allocation of, natural gas brought into South Carolina.

During the year the Commission participated in a number of proceedings before the Federal Power Commission in an effort

to protect the interests of the people and the gas utilities operating in South Carolina.

Many communities in South Carolina are receiving natural gas service through facilities owned by municipalities, or gas authorities, over which this Commission has no jurisdiction.

The demand for natural gas service in the several cities in South Carolina has continued to increase and the privately owned gas utilities have been expanding their facilities accordingly to serve industry and other customers as fast as possible whenever feasible.

The total number of gas customers served by the privately owned gas utilities under the Commission's jurisdiction increased from 91,200 in 1962 to 99,903 in 1963. This was an increase of 8,703, which reflects an increase of approximately 9½%.

A number of complaints were received by the Commission as to the service and charges from customers of the gas companies, which were handled informally during the fiscal year 1963-1964.

TELEGRAPH COMPANY

The Western Union Telegraph Company is the only telegraph company operating in South Carolina, and during the year continued its program of providing telegraph service to keep pace with the nation's growth. Local and national telegraph service has been progressively improved as the result of a planned program by Western Union to modernize and mechanize its plant and facilities. This program has brought in a new nationwide network of automatic transmission facilities which has largely substituted electronic methods for the previous manual handling of telegrams.

As of December 31, 1963, 225 telegraph, agency or commission offices in South Carolina were linked with national and international telegraph facilities through Western Union's message center at Atlanta, Georgia, one of several strategically located reperforator switching centers which provide automatic and semi-automatic relay of telegrams between cities. Each high speed center serves from one to six states and each is provided with direct channels to other centers.

Western Union also leases private wire "closed circuit" telegraph and facsimile systems to industry and government.

A few complaints about telegraph service received by the Commission were handled informally and adjusted without formal hearings.

TELEPHONE COMPANIES

The Telephone Companies operating in South Carolina continued to enlarge their telephone plants during 1963. The manufacturers of telephone equipment have been unable to keep up with the demand. Dial quipment has become very popular and more and more telephone users are demanding this type of equipment.

The telephone companies operating in South Carolina increased the number of telephones in service in the State from 637,910 on December 31, 1962, to 670,324 on December 31, 1963, a net increase of 32,414 telephones during the year 1963. Of this total number in service on December 31, 1963, 122,026 were classed as farm stations, which does not include a comparatively large number of telephones in rural areas that are classed as urban but are not on regular rural lines. In addition to the above numbers, there are 7,098 rural telephones owned by the subscribers. The telephone companies operating in the State have been very active in expanding their telephone plants to furnish service to those making applications for same and most all applicants were taken care of with very few exceptions.

The increase in costs of telephone equipment, salaries, wages and other operating costs have caused a number of telephone companies operating in the State to apply to the Commission for authority to increase their rates and charges for telephone service. As prescribed by law, public hearings were held on each application for adjustment in telephone rates and charges and, upon giving consideration to all testimony presented at these hearings and information in the files of the Commission, rate adjustments were authorized on all applications which in the opinion of the Commission were just and reasonable.

Work was completed on the conversion from manual to dial operation of the exchange at Pond Branch.

The St. Andrews office of the Columbia Exchange was placed into service on November 17, 1963.

Extended Area Service, with elimination of toll charges, was established during the year 1963, between Orangeburg and Bow-

man, between Batesburg and Pond Branch, between Gilbert and Lexington, and between Pelion and Lexington.

The Commission received many requests for assistance in obtaining telephone service from applicants who were unable to secure service on application to the telephone companies and a great deal of work has been done by the Commission in assisting these applicants in securing service.

As of December 31, 1963, six rural telephone cooperatives have been organized in South Carolina to serve rural areas as follows:

1. Farmers Telephone Cooperative, Inc., to serve Williamsburg, Georgetown, Clarendon, Florence, Lee and Sumter Counties. This Cooperative is operating fourteen exchanges;

2. Horry Telephone Cooperative, Inc., to serve in Horry County and a small area in Georgetown County. This Cooperative is operating seven exchanges;

3. Palmetto Rural Telephone Cooperative, Inc., to serve in Colleton County and a small area in Bamberg County. This Cooperative is operating five exchanges;

4. Piedmont Rural Telephone Cooperative, Inc., to serve in Laurens, Abbeville, Newberry and Spartanburg Counties. This Cooperative is operating four exchanges;

5. Sandhill Telephone Cooperative, Inc., to serve Chesterfield, Lancaster and Kershaw Counties. This Cooperative is operating six exchanges;

6. West Carolina Rural Telephone Cooperative, Inc., to serve in Abbeville and McCormick Counties and a small area in Anderson County. This Cooperative is operating five exchanges.

Almost 500 private line channels were established for Operation Swift Strike III during July and August, 1963.

Private Line rates and some toll rates were reduced, and the VH system of mileage measurements was introduced effective May 16, 1964.

Direct Distance Dialing was established in Columbia, Camden, Chapin-Little Mountain, Eastover, Newberry, North, Orangeburg, and Clinton.

The Educational Television network was expanded to a statewide system in September of 1963, with service to 171 public schools, 9 colleges, 12 hospitals and 5 college extension divisions, and four other agencies.

WATER UTILITIES

The majority of water utilities operating in South Carolina are owned and operated by municipalities and public water districts and are not under the jurisdiction of the Public Service Commission. The cities in which the water systems are privately owned and under the jurisdiction of The Public Service Commission are Allendale, Anderson, St. George and Walterboro. In addition, there are a number of small water systems on beach resorts and real estate developments which also are under the jurisdiction of the Commission.

Complaints were received by the Commission as to service and charges from customers of some of the beach resorts and real estate developments, most of which were handled informally, with public hearings being held by the Commission where necessary.

The increase in costs of water works equipment, salaries, wages, and other operating costs has caused a number of water utility companies operating in this State to apply to the Commission for authority to increase their rates and charges for water service.

As prescribed by law, public hearings were held on each application for adjustment in water rates and charges and, upon giving consideration to all testimony presented at these hearings and information in the files of the Commission, rate adjustments were authorized on all applications which in the opinion of the Commission were just and reasonable.

TELEPHONE COMPANIES OPERATING IN SOUTH CAROLINA, JUNE 30, 1964

Name of Company	Exchanges	Managing Officer	Address
Bluffton Telephone & Appliance Co., Inc.	Bluffton, S. C.	Mrs. J. L. Cantrell, President	Bluffton, S. C.
Bowman Telephone Company	Bowman, S. C.	Geo. W. Weathers, President.....	Bowman, S. C.
Cassels Telephone Company	Jackson, S. C.	H. M. Cassels, III, Proprietor	Jackson, S. C.
Chesnee Telephone Company	Chesnee, S. C.	H. W. Askins, Manager	Chesnee, S. C.
Chester Telephone Company	Chester, Great Falls, Blackstock, Lewisville, Lowrys, S. C.	S. L. Bell, President	Chester, S. C.
Citizens Telephone Company	Lexington, S. C.	S. A. George, Manager.....	Lexington, S. C.
Edisto Telephone Company	North, S. C.	A. O. Bolen, Acting Mgr.	Williston, S. C.
Elloree Telephone Company	Elloree, Santee, S. C.	Mrs. J. P. Ruple, Manager	Orangeburg, S. C., Rt. 2
Farmers Telephone Cooperative, Inc.....	Bishopville Rural, Greeleyville, Lane, Lynchburg, Mayesville, N. Kingstree, N. Manning, N. Summerton, N. Sumter, Pinewood, Scranton, State- burg, Turbeville, West Andrews, S. C.		
Fort Mill Telephone Company	Fort Mill, S. C.	R. D. Guerry, Manager.....	Kingstree, S. C.
General Telephone Co. of the Southeast.	Abbeville, Andrews, Bishopville, Cal- houn Falls, Conway, Ehrhardt, Fairfax, Georgetown, Hollywood, Kingstree, Lake City, Lamar, Lau- rens, McCormick, Manning, Myrtle Beach, Ocean Drive, Olanta, Olar, Pawleys Island, Shawview Heights, N. Myrtle Beach, Summerton, Sum- ter, Surfside, Walterboro, Woodruff, Winnsboro, Yemassee, S. C.	F. S. Barnes, President	Rock Hill, S. C.
Greenwood Telephone Company	Greenwood, S. C.	H. E. Hussey, Pres.	Durham, N. C.
Har-Gray Telephone & Appliance Co., Inc.	Hardeeville, Hilton Head Island, S. O.	C. B. Barksdale, President	Greenwood, S. C.
Heath Springs Telephone Company	Heath Springs, S. C.	Mrs. L. E. Harvey, Sr., Acting Mgr....	Savannah, Georgia
Hodges Telephone Company.....	Hodges, S. C.	E. C. Bridges, President	Heath Springs, S. C.
Home Telephone Company	Cross Hill, S. C.	C. B. Barksdale, President	Greenwood, S. C.
Home Telephone Company, Inc.	Moncks Corner, Harleyville, James- town, Lebanon, Cross, S. C.	C. B. Barksdale, President	Greenwood, S. C.
Home Telephone Company	Simpsonville, S. C.	Robert L. Helmly, Pres.	Moncks Corner, S. C.
Horry Telephone Cooperative, Inc.....	Aynor, Horry, Floyds, Loris, Murrells Inlet, Red Hill, Lakewood, S. C.	Coker & Monroe, Owners	Simpsonville, S. C.
Inman Telephone Exchange	Inman, S. C.	R. E. Jamison, Manager.....	Conway, S. C.
Kershaw Telephone Company	Kershaw, S. C.	R. H. Hicks, Manager	Inman, S. C.
Lancaster Telephone Company	Lancaster, S. C.	O. W. Knight, Manager	Kershaw, S. C.
Lockhart Telephone Exchange	Lockhart, S. C.	J. Carter Thomasson, Secretary	Lancaster, S. C.
McClellanville Telephone Company, Inc.	McClellanville, S. C.	W. F. Tribble, Assistant Treasurer....	Lockhart, S. C.
Ninety Six Telephone Company	Ninety Six, S. C.	Nancy S. Bizee, Owner	McClellanville, S. C.
Norway Telephone Company, Inc.....	Norway, S. C.	C. B. Barksdale, President	Greenwood, S. C.
Palmetto Rural Telephone Co-op.	Colleton, Cottageville, Henderson- ville, Lodge, Williams, S. C.	J. C. Williams, Manager	Norway, S. C.
Pee Dee Telephone Co.	Hemingway, Johnsonville and Pamplico, S. C.	Joseph A. McCutchen, Mgr.	Walterboro, S. C.
		Mrs. M. G. Johnson, Mgr.	Hemingway, S. C.

Piedmont Rural Tel. Co-op, Inc.....	Enoree, Gray Court, Laurens Rural, Ware Shoals Rural, S. C.	J. S. Stoddard, Mgr.	Laurens, S. C.
Pond Branch Telephone Company	Gilbert, Pelton and Pond Branch, S. C.	Ernest F. Smith, Manager	Gilbert, S. C.
Ridge Telephone Company	Ridge Spring, S. C.	E. P. Boatright, Manager	Ridge Spring, S. C.
Ridgeway Telephone Company	Ridgeway, S. C.	B. Y. Palmer, Manager	Ridgeway, S. C.
Rock Hill Telephone Company	Rock Hill, S. C.	F. S. Barnes, President	Rock Hill, S. C.
Saluda Telephone Company	Saluda, S. C.	C. B. Barksdale, President	Greenwood, S. C.
Sandhill Telephone Cooperative, Inc.	Chesterfield, Jefferson, Pageland, Ruby, McBee, Bethune, S. C.	John D. McLaurin, Mgr.	Jefferson, S. C.
Southern Bell Tel. & Tel. Company.....	Aiken, Allendale, Anderson, Bamberg, Barnwell, Batesburg, Bath, Belton, Bennettsville, Blacksburg, Black- ville, Blenheim, Camden, Central, Chapin, Charleston, Cheraw, Clem- son College, Clinton, Clio, Clover, Columbia, Cowpens, Darlington, Denmark, Dillon, Easley, Eastover, Edgefield, Edisto Beach, Florence, Folly Beach, Fountain Inn, Gaff- ney, Graniteville, Greenville, Greer, Hartsville, Hickory Grove, Honea Path, Isle of Palms, Joanna, John- ston, Jonesville, Lake View, Latta, Leesville, Liberty, Lyman, Marion, McColl, Mt. Pleasant, Mullins, New- berry, New Ellenton, Nichols, Or- angeburg, Pacolet, Pelzer, Pendle- ton, Pickens, Piedmont, Prosperity, Seneca, Sharon, Spartanburg, Spring- field-Salley, St. George, Society Hill, Sullivan's Island, Summer- ville, Timmons ville, Travelers Rest, Union, Walhalla, Westminster, Whitmire, Williamston, York, S. C. .	Ben S. Gilmer, Pres.	Atlanta, Ga.
St. Matthews Telephone Company	St. Matthews, Cameron, Creston, S. C.	R. F. Nickells, Mgr.	St. Matthews, S. C.
St. Stephen Telephone Company, Inc....	St. Stephen, S. C.	F. O. Baxter, Mgr.	St. Stephen, S. C.
Swansea-Wagner Telephone Co., Inc. ...	Swansea, Wagener, S. C.	A. O. Bolen, Manager	Swansea, S. C.
Thermal Belt Telephone Company	Landrum, Campobello, S. C.	B. H. Douglas, Mgr.	Tryon, N. C.
Troy Telephone Company	Troy, S. C.	C. B. Barksdale, President	Greenwood, S. C.
United Telephone Company of the Carolinas, Inc.	Beaufort, Branchville, Estill, Eutaw- ville, Hampton, Holly Hill, Laurel Bay, Marine Corp. Air Station, Ridgeland, S. C.	E. W. Small, President.....	Southern Pines, N. C.
Ware Shoals Telephone Company.....	Ware Shoals, S. C.	C. B. Barksdale, President.....	Ware Shoals, S. C.
West Carolina Rural Telephone Cooperative, Inc.	Due West, Iva, Plum Branch, Starr, W. Abbeville, S. C.	L. B. Thompson, Manager	Starr, S. C.
Williston Telephone Company.....	Williston, S. C.	H. K. Seabrook, Acting Manager....	Williston, S. C.

GAS UTILITIES OPERATING IN SOUTH CAROLINA, JUNE 30, 1964

Name of Utility	Localities Served	Managing Officer	Address
Distribution Systems:			
Carolina Pipeline Co.	Abbeville, Bishopville, Calhoun Falls, Camden, Cheraw, Dillon, Due West, Latta, Marion, Mullins	John A. Warren, Pres.	Columbia, S. C.
Peoples Natural Gas Co. of South Carolina	Darlington, Florence, Hartsville, Sumter	Marion D. Lucas, President	Florence, S. C.
Piedmont Natural Gas Company, Inc...	Anderson, Belton, Greenville, Honea Path, Iva, Mauldin, Simpsonville, Spartanburg, Starr, Woodruff	B. G. Duncan, President.....	Charlotte, N. C.
South Carolina Electric & Gas Company	Aiken, Allendale, Barnwell, Beaufort, Blackville, Brunson, Cayce, Charles- ton, N. Charleston, Columbia, W. Columbia, Forest Acres, Denmark, Fairfax, Hampton, North Augusta, Summerville, Varnville, Williston..	S. C. McMeekin, President	Columbia, S. C.
South Carolina Gas Company	Gaffney, S. C.	Mrs. Janell Sarratt, Manager	Gaffney, S. C.
Transmission Lines:			
Carolina Pipeline Co.	Gas transmission lines from near Blacksburg to the Pee Dee section of South Carolina. Gas transmission lines serve Abbeville County	John A. Warren, Pres.	Columbia, S. C.
South Carolina Natural Gas Co.	Gas transmission lines from near Aik- en to city gates of Charleston and Columbia; and from near Montmo- rency to Allendale, Barnwell, Hamp- ton and Beaufort Counties	S. C. McMeekin, President.....	Columbia, S. C.

CITY BUS TRANSPORTATION COMPANIES OPERATING IN SOUTH CAROLINA, JUNE 30, 1964

Name of Company	Localities Served	Officers	Address
Duke Power Company	Anderson and Spartanburg, S. C.....	W. B. McGuire, President	Charlotte, N. C.
Greenville City Coach Lines, Inc.....	Greenville, S. C.	M. C. Morrow, General Manager.....	Greenville, S. C.
South Carolina Electric & Gas Company	Columbia and Charleston, S. C.....	S. C. McMeekin, President	Columbia, S. C.

TELEGRAPH COMPANIES OPERATING IN SOUTH CAROLINA, JUNE 30, 1964

Name of Company	Officers	Address
The Western Union Telegraph Company	W. P. Marshall, President	60 Hudson St., New York, N. Y.

WATER UTILITIES OPERATING IN SOUTH CAROLINA, JUNE 30, 1964

Name of Utility	Location Served	Managing Officer	Address
Augusta Fields Utility System	Augusta Fields Subdivision	Callison & Dorn, Attys.	Columbia, S. C.
Big Rock Water Company	Big Rock Subdivision	George F. Townes, Atty.	Greenville, S. C.
Eugene F. Bobo Well Drilling Company.	Rockview Heights, N. & S. Sides of Three and Twenty Creek, Center- ville Terrace Subdivision, Clover- ville Subdivision	Eugene F. Bobo, Owner	Anderson, S. C.
Boulevard Water Company	Pine Acres	W. J. Lawrence, III, Owner	Sumter, S. C.
Brown Development	Adjacent to Anderson	J. Donald Brown, Manager	Anderson, S. C.
Burton Utility Service Corp.	Roseida Subdivision	Lois L. Logan, President	Beaufort, S. C.
Centennial Water Company, Inc.	Spaulding Heights, Enchanted Mead- ows, Watson Subdivision	A. J. Rainwater, Jr.	Florence, S. C.
Central Utilities, Inc.	Hollydale Subdivision	John R. Brooks, Secretary	Orangeburg, S. C.
Chinquapin Properties, Inc.	Subdivision No. 1	Marion H. Davis, Mgr.	Greenwood, S. C.
Clinton Cotton Mills	Clinton Cotton Mills, Lydia Mills ..	George H. Cornelson, Vice-Pres.	Clinton, S. C.
Coastal Water Company	Beverly Hills Subdivision, Boulder Bluff Subdivision, Cedar Springs Subdivi- sion, Forest Lawn Subdivision, Stra- ton Capers Subdivision, Belmont Sub- division, Maple Ridge Subdivision, W. Greenview Subdivision, Goose Creek Plaza, Goose Creek Highlands, Camelot Village	L. O. White, Pres.	Charleston, S. C.
John S. Coleman	Hyde Park Subdivision	John S. Coleman, Mgr.	Greenwood, S. C.
College Acres Water, Inc.	College Acres	Reuben K. Walker, Pres.	Columbia, S. C.
Covenant Road Water Line	Adjacent to Columbia	J. B. Elkin, Owner	Columbia, S. C.
Dinkins Water Development Co.	Dinkins Development	J. D. Dinkins, Mgr.	Sumter, S. C.
Duke Power Co.	Anderson, S. C.	N. A. Cocke, President	Charlotte, N. C.
Edenwood Water Company	Edenwood	Wm. C. Hawley	Columbia, S. C.
Fairview Water Company	Fairview Subdivision	R. E. Graham & W. M. Hodges, Owners	Sumter, S. C.
Fork Shoals Water Works	Fork Shoals Village	Clayteen Lewis, Sec'ty	Ware Shoals, S. C.
Glendale Water Corp.	Glendale Acres Subdivision	J. E. King, President	West Columbia, S. C.
Bee Harper Water Line	Beecliff Drive	Bee Harper, Owner	Columbia, S. C.
Haskell Heights Water Co.	Haskell Heights	John G. Lavender, Owner	Columbia, S. C.
Hilton Head Water Co.	Hilton Head & Blue Heron Pt.	Joe Y. Pitts, Pres.	Hilton Head, S. C.
Horton Water Co.	South End of Pawleys Island	E. Mack Horton	Pawleys Island, S. C.
Hughes Well Drilling & Pump Co.	Nevitt Forest Water System	B. M. Hughes, Owner	Anderson, S. C.
Isle of Palms Water Co.	Isle of Palms	J. C. Long, Pres.	Isle of Palms, S. C.
Joanna Community Corp.	In and near Community of Joanna ...	J. B. Hart, Sec.-Treas.	Joanna, S. C.
Lake Elizabeth Water Co.	Lake Elizabeth	Claten Branham, Mgr.	Columbia, S. C.
Lake Village Water Company	Lake Village Subdivision	Gus W. Postal	Columbia, S. C.
Lakewood Water Company	Lakewood Plantation, Inc.	Paul Schweitzer, Vice-Pres.	Florence, S. C.

Lamar Water Works	Belvedere, S. C.	H. W. Lamar, Manager	Rt. 2, Augusta, Ga.
Little Mountain Water Works Co.	Little Mountain, S. C.	D. S. Matthews, Manager	Little Mountain, S. C.
Lockhart Power Co.	Lockhart & Monarch Villages	W. F. Tribble, Asst. Treas.	Lockhart, S. C.
Midlands Water Development Corp.	Adjacent to Sumter	Wm. H. Sanders	Sumter, S. O.
Nixon Utilities	Cherry Grove Beach	C. D. Nixon, Manager	Cherry Grove, S. C.
Oakland Water Works	Capehart Development Corporation, Blythwood & Oakland Subdivisions ..	J. E. McTeer, Pres.	Beaufort, S. C.
Oak Ridge Water Co.	Wise Homes, Inc.	Henry F. Sherrill, Atty.	Columbia, S. C.
The Oaks Utility Co., Inc.	The Oaks Subdivision	N. W. Cahell, Pres.	Charleston, S. C.
Roy A. Owen Water System	Adjacent to Greenwood	Roy A. Owen, Owner	Greenwood, S. C.
Pee Dee Utilities, Inc.	Tremont Terrace Subdivision	L. Neil Watson, Pres.	Florence, S. C.
Peoples Water Service Co., Inc.	Allendale, St. George, Walterboro.	A. J. Lucas, Manager	Walterboro, S. C.
Pineview Utility Company, Inc.	Pineview Terrace Subdivision	Robt. W. Turner	Charleston Heights, S. C.
Pineview Water Co.	Pineview	J. P. Gramling, Mgr.	Orangeburg, S. C.
Plantation Water Co.	Oakland Plantation Subdivision	Frank B. Cooper, Pres.	Columbia, S. C.
Polk Village Water Works, Inc.	Polk Village	N. M. Polk, Pres.	Beaufort, S. C.
Powell & Stall, Inc.	Ashley Heights Subdivision	Kenneth O. Stall	Charleston Heights, S. C.
Pon Pon Fishing & Hunting Club	Pon Pon Subdivision	Milton F. Truluck, Pres.	Charleston, S. C.
Pumpkin Center Water Works	Pumpkin Center	R. E. Coleman, Mgr.	Pacolet, S. C.
Rochester Real Estate Co., Inc.	Morningside Hts. Subdivision Indian Hills Subdivision	S. B. Rochester, Pres.	Walhalla, S. O.
Rockview Heights Water Co., Inc.	Rockview Heights	Joe A. Phillips, President	Marietta, S. C.
Rural Water Systems	Rural areas in Greenwood Co.	Abner P. Stockman, President	Greenwood, S. C.
Sandwood Utility Corp.	Subdivision east of Columbia	Crosby Lewis, Atty.	Columbia, S. O.
S. C. Water and Utility Co.	Berkeley Country Club Estates, Ever- green Park	Eugene Yashchik, Pres.	Charleston, S. O.
South Kilbourne Water Works	Ansley Court	J. T. McAlister, Mgr.	Columbia, S. O.
Southern Gulf Utilities, Inc.	Tifton Place Subdivision, Westchester Subdivision, Quinby Estates Subdivi- sion, Carolina Acres Subdivision, Botany Acres Subdivision, Brook Green Beach, Garden City, Jefferson and Pawleys Island	A. C. Burnet	Florence, S. C.
Suburb Water Supply Co.	Subdivision in Beaufort County	W. B. Harvey, Atty.	Beaufort, S. C.
Surfside Water Works, Inc.	Surfside	G. W. Bryan, Pres.	Myrtle Beach, S. C.
Tranquil Utilities	Tranquil Subdivision	Holland Branton, Vice-Pres.	Summerville, S. C.
United Merchants & Manufacturers, Inc..	Midland Valley Estates	P. Broadus Moates, Mgr.	Bath, S. C.
W. D. Walsh Water Works, Inc.	Walsh Subdivision	W. D. Walsh, Pres.	Beaufort, S. C.
Water Distributors, Inc.	Belvedere Ridge Subdivision	M. W. Hall, Mgr.	Belvedere, S. C.
Waterfront Waterworks, Inc.	Lake Greenwood	C. Cooper Sanders, Jr. Sec'y	Greenwood, S. C.
West Side Water Company	Hill Dale Subdivision	Clifton G. Brown, Attorney	Sumter, S. C.
Westover Water Co.	Westover Subdivision	F. O. Partridge, Jr., Owner	Greenwood, S. C.
White Sands Water Company	Adjacent to Hodges	G. P. Callison, Secretary	Greenwood, S. O.
Woodfields Water Co., Inc.	Woodfields Subdivision	Watson L. Dorn, Mgr.	Greenwood, S. O.

SEWERAGE UTILITIES OPERATING IN SOUTH CAROLINA, JUNE 30, 1964

Name of Utility	Location Served	Managing Officer	Address
Coastal Water Company.....	Boulder Bluff, Forest Lawn Subdivision, Belmont Subdivision, Maple Ridge Subdivision, W. Greenview Subdivision, Goose Creek Plaza, Goose Creek Highlands, Camelot Village, Stratton Capers Subdivision, Oaks Estates Subdivision, Beverly Hills Subdivision	L. C. White, President.....	Charleston, S. C.
Irmo Utilities Corp.....	Irmo Terrace Subdivision, Lexington County School District No. 5 (Irmo High School)	Allen E. Fulmer, Atty.....	Columbia, S. C.
Wm. A. James Realty Co.....	Ramsey Acres Subdivision.....	Wm. A. James.....	Myrtle Beach, S. C.
Joanna Community Corp.....	In and near Community of Joanna...	J. B. Hart, Sec.-Treas.....	Joanna, S. C.
Midlands Water Development Corp.....	Sherwood Forest Subdivision	William H. Townsend, Atty.....	Columbia, S. C.
Mungo Development Co., Inc.....	Grenadier, Garden Dale, Challendon, White Hall, Pineglen Subdivision...	George I. Alley, Atty.....	Columbia, S. C.
National Holding Co., Inc.....	Farrow Hills Subdivision.....	Melton Kligman, Atty.....	Columbia, S. C.
John T. Owen Construction Co., Inc....	Dunstan Hills Subdivision.....	John T. Owen, Atty.....	Columbia, S. C.
Pinedale Utility Co.....	Pinedale Subdivision.....	F. J. Hammond, Jr.....	Sumter, S. C.
Public Utilities, Inc.....	Woodlands Hills Subdivision.....	Preston H. Callison, Atty.....	Columbia, S. C.
Richland Water Company.....	Eastway Park Subdivision.....	Preston H. Callison, Atty.....	Columbia, S. C.
S. C. Water & Utility Co.....	Evergreen Park, Berkeley Country Club Estates	Eugene Yaschik, President.....	Charleston, S. C.
Terraceway Service Company, Inc.....	North 21 Terrace Subdivision.....	Shultz & Mills, Atty.....	Columbia, S. C.
Utilities, Inc.	Sherwood Park Subdivision.....	Allen E. Fulmer, Atty.....	Columbia, S. C.
Washington Park Sewerage Authority...	Washington Park Subdivision.....	Charles S. Way Jr.....	Charleston, S. C.

Part III

MOTOR TRANSPORT DIVISION

The work of this Division is to enforce the Motor Vehicle Carrier Law of the State, Sections 58-1401—58-1501 of the South Carolina Code of Laws, 1962, as amended. The Law provides for the regulation, supervision, and control of persons, firms, corporations, etc., operating motor vehicles used in the business of transporting persons or property for compensation over the highways of the State, and imposes license fees to cover the cost of administration of the Law.

With the growth of the motor carrier industry in this State, together with the better enforcement of the Motor Carrier Law made possible by increased enforcement facilities, the work of this Division has rapidly increased, as evidenced by revenue receipts as shown in the following:

March 10 through December 31, 1928	\$ 15,200.00
Calendar year 1929	20,845.99
Calendar year 1930	39,013.32
Calendar year 1931	57,310.17
Calendar year 1932	57,471.26
Calendar year 1933	63,951.14
Calendar year 1934	81,300.07
Fiscal year 1934-1935	86,060.40
Fiscal year 1935-1936	103,841.91
Fiscal year 1936-1937	155,945.57
Fiscal year 1937-1938	212,950.38
Fiscal year 1938-1939	254,590.53
Fiscal year 1939-1940	250,728.20
Fiscal year 1940-1941	281,796.84
Fiscal year 1941-1942	304,648.97
Fiscal year 1942-1943	387,572.37
Fiscal year 1943-1944	389,184.76
Fiscal year 1944-1945	392,010.25
Fiscal year 1945-1946	403,790.99
Fiscal year 1946-1947	466,040.56
Fiscal year 1947-1948	516,065.26
Fiscal year 1948-1949	547,532.85
Fiscal year 1949-1950	561,256.58
Fiscal year 1950-1951	613,772.53

Fiscal year 1951-1952	647,230.58
Fiscal year 1952-1953	670,693.67
Fiscal year 1953-1954	689,120.74
Fiscal year 1954-1955	691,751.77
Fiscal year 1955-1956	755,682.91
Fiscal year 1956-1957	786,403.41
Fiscal year 1957-1958	770,190.33
Fiscal year 1958-1959	800,455.10
Fiscal year 1959-1960	846,898.69
Fiscal year 1960-1961	841,078.71
Fiscal year 1961-1962	870,505.50
Fiscal year 1962-1963	1,128,437.74
Fiscal year 1963-1964	900,044.65

During the period of this report one hundred and six hearings were held in connection with motor transportation matters. Five hearings were heard in connection with applications for Class A (regular route bus) Certificates of Public Convenience and Necessity, covering 390.2 miles of highway, three of which were denied and two pending. One application to discontinue two schedules was granted. One application for Restricted Class A Certificate, covering 23 miles of highway was heard and approved. Two hearings were held in connection with applications for Class C (special trip taxi) Certificates, both of which were granted. One application to amend Class C Certificate was granted and one application to transfer Class C Certificate was withdrawn. Three applications for Class D (motor freight service over regular routes) Certificates were heard and granted. Thirty-two applications for Class E (motor freight service over irregular routes) Certificates were heard, of which twenty-one were granted, three dismissed, four withdrawn and four pending; nine applications to amend Class E Certificates were heard, of which eight were granted and one dismissed; eight applications for transfer of Class E Certificates were heard, four of which were granted, three withdrawn and one pending, one application for lease of Class E Certificate was heard and approved. Thirty-two applications for Class F (motor freight service under contract) Certificates were heard, twenty-four of which were granted, four dismissed, one withdrawn, two cancelled and one pending; eight applications to amend Class F Certificates were heard of which four were granted, one withdrawn, two dismissed and one pending. Rules to Show Cause

why Certificates of Public Convenience and Necessity should not be revoked for failure to comply with the Motor Vehicle Carrier Law of South Carolina were issued against thirty-nine carriers, resulting as follows: four rules dismissed under Class A Certificates, one Rule dismissed under Restricted Class A; two Class C Certificates cancelled, twelve revoked, and two Rules dismissed; one Class E Certificate revoked and three Rules dismissed; one Class E Certificate, Interstate Commerce Only, revoked; eleven Class F Certificates were revoked, one cancelled and one Rule dismissed.

In addition to matters which were disposed of after public hearings, two hundred and six Orders were issued disposing of motor transportation matters without hearings. In connection with Class A, four Certificates of Public Convenience and Necessity were amended, nineteen transferred, three suspended, and two cancelled; one Restricted Class A Certificate was amended, one transferred, one suspended, three cancelled, and one lease of Certificate approved. In connection with Class C operations, fifty-four Certificates were granted, one amended, thirty-three cancelled, and one reinstated. In connection with Class D Certificates, one was amended, three transferred, and two suspended. In connection with Class E, one Certificate was granted, seven amended, seventeen transferred, seven transfers of stock approved, three Certificates suspended, two cancelled, one lease of Certificate approved, one lease of Certificate terminated, one transfer of Certificate rescinded and lease approved instead, and three petitions for rehearing on applications denied. Three Class E Certificates, Restricted to Interstate Commerce Only, were granted, and one cancelled. In connection with Class F, seventeen Certificates were granted, nine amended, two transferred, seven suspended, seventeen cancelled, and two reinstated.

MOTOR TRANSPORT DIVISION

Statement Showing Receipts and Deposits to the Credit of the
State Treasurer, Cost of Administration and Balance for
Distribution to Cities and Towns During the Period
July 1, 1963 thru June 30, 1964

Revenue Receipts:

Class A Licenses	\$145,974.09
Class B Licenses	309.39
Class C Licenses	12,516.50
Class D Licenses	33,083.17
Class E Licenses	371,157.78
Class F Licenses	65,371.25
Drivers' Permits	14,838.00
Forfeited Bonds	50.00

Total Fees (gross)	\$643,300.18
Less Fees Refunded	428.75

Total Fees (net)	\$642,871.43
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Receipts from S. C. Tax Commission (motor vehicle registrations)	257,173.22
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Total license and registrations fees	\$900,044.65
Cost of Administration	207,126.36
Balance for Distribution to Cities and Towns	692,918.29

Total	\$900,044.65
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Appearance and Cash Bond Account:

On hand July 1, 1963	\$ 2,150.00
Collected	1,650.00

Total	\$ 3,800.00
Less Bonds Refunded	2,050.00

Balance on hand June 30, 1964	\$ 1,750.00
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MOTOR TRANSPORT DIVISION
STATEMENT OF EXPENDITURES
July 1, 1963 thru June 30, 1964

A-1 Salaries:

Director	\$ 8,637.00
Office Assistant	6,000.00
Chief Clerk	5,348.00
Cashier	6,000.00
Insurance Clerk	3,964.25
Stenographer	4,635.25
Steno-Clerk	4,312.25
Steno-Clerk	3,754.25
Clerk	3,600.00
Chief Inspector District No. 1	6,000.00
Chief Inspector District No. 2	6,000.00
Inspectors	84,719.00
A-3 Experts, Investigations and Extra Clerical	
Help	425.00
B-2 Travel	52,870.00
B-3 Telegraph and Telephone	1,758.75
B-4 Repairs	104.47
B-6 Water, Heat, Light and Power	24.96
C-4 Office Supplies	4,309.91
C-8 Motor Vehicle Supplies	564.83
C-12 Other Supplies (License Plates)	1,548.18
D-1 Rents	1,680.00
D-2 Insurance	725.80
G-1 Office Equipment	144.46
Total	\$207,126.36

**LIST OF CERTIFICATES OF PUBLIC CONVENIENCE AND
NECESSITY IN EFFECT IN SOUTH CAROLINA
JUNE 30, 1964**

Class A

(Authorizing the transportation of passengers over regular route upon regular schedule)

Certificate No. 787C, **Mrs. Cora J. Koon d/b/a Aiken Bus**, Langley, S. C., operating between Aiken, S. C. and Gate 2, Savannah River Plant, A. E. C., via Virginia Acres, Johnson's Trailer Park, New Ellenton and Johnson's Cross Road, over State Highway No. 19 for 13.6 miles.

Certificate No. 884, Restricted, **George B. Ashby**, Rt. 1, Box 2, Eutawville, S. C., operating from Eutawville, S. C. to Charleston, S. C. over S. C. Highway No. 453 for 3 miles to its junction with Secondary Road; over Secondary Road for 7 miles to its junction with U. S. Highway No. 176, thence over U. S. Highway No. 176 for 45 miles to Charleston, a total distance of 55 miles. Restricted: To the transportation of colored workers from the home of George B. Ashby to destination and return to home of George B. Ashby.

Certificate No. 516, Restricted, **Henry Ballam, Jr.**, 6 Mile, Mt. Pleasant, S. C., operating between Liberty Hill and Charleston, South Carolina, via Hamlin Beach, a distance of 16 miles. Restricted: To the transportation only of colored passengers and their produce from Hamlin Beach and Liberty Hill, off of U. S. Highway No. 17, to and from the market in Charleston, S. C.

Certificate No. 602, Restricted, **Henry Ballam, Jr.**, 6 Mile, Mt. Pleasant, S. C., operating between Liberty Hill, Mt. Pleasant, and Isle of Palms, S. C., as follows: From Liberty Hill over the Rifle Range Road (county road) to the junction of Hamlin Beach Road and the Rifle Range Road for a distance of 1 mile; from this junction to the intersection of Hamlin Beach Road and U. S. Highway No. 17, over the Hamlin Beach Road for a distance of .6 miles; from this point to the intersection of S. C. Highway No. 703 and U. S. Highway No. 17, over U. S. Highway No. 17 for a distance of 6 miles; from this intersection to the Isle of Palms, over S. C. Highway No. 703 for a distance of 8 miles; total distance of 15.6 miles. Restricted: To the transportation of Negro domestic workers, mechanics and laborers in the building trades, to and from work on the Isle of Palms, to and from their homes in the Liberty Hill and Hamlin Beach Section of Mt. Pleasant; and Further Restricted: So as not to permit the picking up or discharging of passengers on or along State Highway No. 703 and U. S. Highway No. 17, and on Sullivan's Island.

Certificate No. 683D, Restricted, **S. E. Bishop**, Moncks Corner, S. C., operating between Andrews, South Carolina, and the Navy Yard, via Jamestown, Macedonia, Cordesville, Moncks Corner, and Carnes Cross Roads (Intersection of U. S. Highways 17A and 176); over State Highway No. 41 for 8 miles, U. S. Highway No. 17A for 25 miles, to its junction with U. S. Highway No. 52 and State Highway No. 402, over State Highway No. 402 to Cordesville and return to U. S. 52, 10 miles, thence over

U. S. 52 for two miles to its junction with State Highway No. 6, over State Highway No. 6 for one mile to its junction with U. S. Highway 17A, over No. 17A for 11 miles to its junction with U. S. Highway No. 176, over U. S. 176 for 6 miles to its junction with U. S. 52, over U. S. 52 for 7.5 miles to its junction with State Highway No. 525, and over No. 525 for 7 miles; a total distance of 77.5 miles. Alternate Route: Between the junction of U. S. Highway No. 52 and State Highway No. 6 and the junction of U. S. Highways 52 and 176; over U. S. 52 for a distance of 16 miles; with closed doors, no passengers to be solicited, accepted or discharged on this alternate route. Between the intersection of U. S. Highway No. 52 and State Highway No. 525 and the site of the new Manhattan Shirt Factory plant on Dorchester Road (State Highway No. 642), which is 2 miles west of the intersection of U. S. 52 and State 642; over U. S. Highway 52 for 3 miles and State Highway 642 for 2 miles, a total distance of 5 miles. From U. S. Highway No. 52 into Charleston Air Force Base; one mile over Secondary Highway S-10-27. Restricted: To the transportation of employees of the Navy Yard, Ordnance Depot, Manhattan Shirt Factory, West Virginia Pulp and Paper Co., and Charleston Air Force Base.

Certificate No. 823, Restricted, **S. E. Bishop**, Moncks Corner, S. C., operating between Andrews, South Carolina and Jamestown, South Carolina, over State Highway No. 41, a distance of 14 miles. Restricted: To the transportation of employees of the proposed Woolen Plant to be erected at Jamestown, S. C.

Certificate No. 649B, Restricted, **Harvey Britton**, R.F.D. No. 1, Six Mile, S. C., operating between Gap Hill (In Pickens County) and Judson Mill, Greenville, South Carolina, via Pickens and Easley, South Carolina, over State Highway No. 183 for 9 miles, State Highway No. 8 for 7 miles, and State Highway No. 123 for 10 miles, a total distance of 26 miles. Junction Point: In Easley, S. C., for the transfer of passengers between this Carrier and Harvey Britton and B. S. Davis d/b/a Britton and Davis. Restricted: To the transportation of employees of Judson Mill and Gayley Mill.

Certificate No. 735, Restricted, **Joseph Brown, Jr.**, Rt. 8, Box 593. Charleston, S. C., operating between Drayton Station, S. C. and the Naval Base; over State Highway No. 61 for 5.1 miles to its junction with Secondary Highway S-10-57, thence over S-10-57 for .7 miles to its junction with Secondary Highway S-10-81, thence over S-10-81 for .5 mile to its junction with State Highway No. 61, thence over No. 61 for 1.5 miles to its junction with U. S. Highway No. 17, thence over U. S. 17 for 2.3 miles and U. S. Highway No. 52 for 4.6 miles; a total distance of 14.7 miles. Restricted: To the transportation of employees of the Fertilizer Plant and the Naval Base. Further Restricted: So as to provide for service only six days per week.

Certificate No. 587, Restricted, **Peter Brown**, Route 1, Box 206, Johns Island, S. C., operating from Limehouse Station to S. C. Highway 700, over County road for 7 miles; over S. C. Highway 700 to S. C. Highway 615, a distance of 2.5 miles; over S. C. Highway 615 to U. S. Highway 17, a distance of 2 miles; over U. S. Highway 17 to U. S. Highway 52, a

distance of .5 miles, and over U. S. Highway 52 to the Navy Yard, a distance of 6 miles, a total distance of 18 miles. Restricted: To the transportation only of colored employees of the Charleston Navy Yard five days per week, and Further Restricted: So as not to permit the picking up or discharging of passengers between the intersection of Charleston County Highway and State Highway 700, at a point 2.5 miles west of the intersection of State Highway 700 and State Highway 615 and the Charleston Navy Yard.

Certificate No. 554, Restricted, **William Bryant**, Box 606, Mt. Pleasant, S. C., operating from 12 Mile Awendaw to Snowden, over U. S. Highway No. 17, a distance of 6 miles; from Snowden to U. S. Highway No. 17, over County Highway, a distance of 4.9 miles; from U. S. Highway 17 to State Highway 703, over U. S. Highway 17, a distance of 1.1 miles; and from State Highway 703 to Fort Moultrie, a distance of 3.3 miles; a total distance of 15.3 miles. Restricted: To the transportation of employees of the Fort Moultrie reservation. (Suspended)

Certificate No. 839, Restricted, **William Bryant**, Box 606, Mt. Pleasant, S. C., operating between McClellanville, S. C. and the Navy Yard; over U. S. Highway No. 17 to its intersection with U. S. Highway No. 78, in Charleston, S. C., and thence over S. C. Highway No. 525, a total distance of 49 miles. Restricted: To the transportation of workers only to and from work in the City of Charleston, the industrial area of Charleston, and the Navy Yard at Charleston, S. C. (Suspended)

Certificate No. 44F, **Carolina Motor Lines**, Anderson, S. C. (Leased to **Carolina Scenic Stages**), operating between Anderson and Walhalla, via Sandy Springs, Pendleton, Clemson College and Seneca.

Certificate No. 30C, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Newberry, S. C., and Union, S. C. via Whitmire, over U. S. Highway No. 176.

Certificate No. 66D, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Anderson and Newberry, via Belton, Honea Path, Donalds, Due West, Abbeville, Greenwood, Ninety Six, Chappell and Silverstreet; over State Highways 22 and 24.

Certificate No. 87E, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Williamston and Greenville, via Pelzer and Piedmont, over U. S. Highway 29.

Certificate No. 92D, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Anderson and Williamston, over U. S. Highway No. 29.

Certificate No. 97D, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Union, S. C. and York, S. C., via Kelly, Lockhart and Sharon, S. C., over State Highways 11, 9 and 91.

Certificate No. 126D, Restricted, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Greenwood, S. C. and Greenville, S. C., via Abbeville, Due West, Donalds, Honea Path, Belton, Williamston, Pelzer, and Piedmont, over State Highways 72 and 20, and U. S. Highway 29. Restricted: So as not to allow the holder to sell tickets in Greenville for Pelzer or Piedmont, but said holder may pick up and discharge passengers

to any point along the route of U. S. Highway No. 29 between Greenville and Williamston so long as the buses operated hereunder shall not leave U. S. Highway No. 29 between these points.

Certificate No. 129B, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Newberry, S. C. and Saluda, S. C., over State Highway No. 19.

Certificate No. 138B, Restricted, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Anderson, S. C., and Rock Hill, S. C. via Belton, Honea Path, Princeton, Laurens, Clinton, Whitmire, Union, Lockhart, Chester, Richburg Junction, Lando and Edgemoor. Restricted: So as not to allow the transportation of local business between Laurens and Clinton, S. C., in either direction.

Certificate No. 140B, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Lockhart, S. C., and York, S. C. via Sharon, over State Highways Nos. 9, 91 and 5.

Certificate No. 158D, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Anderson and Abbeville, via Antreville over State Highway No. 28.

Certificate No. 162C, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Chester, S. C. and Great Falls, S. C., via Wellridge, Simpson's Store and Rossville over State Highway No. 97.

Certificate No. 163B, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Columbia, S. C. and S.C.-N.C. State Line (Charlotte, N. C.) via Bookman, Rockton, Winnsboro, Great Falls, Fort Lawn, Lando, Edgemoor, Rock Hill and Fort Mill, S. C., over State Highways 215, 269, 22, 5, 901, and 211, and 160.

Certificate No. 183B, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Greenville, S. C. and S.C.-N.C. State Line (Monroe, N. C.), via Pelham, Woodruff, Enoree, Cross Anchor, Union, Kelly, Lockhart, Chester, Fort Lawn, Lancaster, S. C.; over County Highway, State Highway 101, U. S. Highway 221, State Highways 92 and 9, U. S. 521 and State Highway 75.

Certificate No. 184B, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Columbia, S. C., and Winnsboro, S. C., via Rockton, over State Highway No. 218.

Certificate No. 189B, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Laurens, S. C. and Honea Path, S. C. via Ware Shoals, over U. S. Highway 76 for about three miles out of Laurens, thence over County Highway to Ware Shoals, and thence over State Highway 252 to Honea Path.

Certificate No. 190B, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Kelly, S. C. and Jonesville, S. C. over State Highways 9 and 11.

Certificate No. 193C, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Spartanburg, S. C. and the junction of State Highways 296 and 101, near Pelham, S. C., via Reidville and Fairmont Mill, over State Highway No. 296, and Spartanburg County Highway at Fairmont Mill for a distance of .9 of a mile.

Certificate No. 213C, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Donalds and Greenwood, S. C., via Hodges, S. C., over U. S. Highway No. 178.

Certificate No. 214C, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Greenwood and Columbia, S. C., via Saluda, Batesburg, Leesville and Lexington, S. C., over U. S. Highway Nos. 178 and 1.

Certificate No. 383A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between the N.C.-S.C. State Line and Columbia, S. C., via Landrum, Campobello, Inman, Spartanburg, Cedar Springs, Pauline, Glenn Springs, West Springs, Union, Santuc, Carlisle, Broad River, Salem, Monticello and Jenkinsville, over U. S. Highway No. 176 and State Highway No. 215; and between Salem and Bookman, S. C., via Winnsboro, over State Highway No. 22, U. S. Highway No. 21, and State Highway 269.

Certificate No. 384A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Spartanburg and Union, S. C., via Whitestone, Pacolet and Jonesville, over State Highways Nos. 9 and 11.

Certificate No. 385A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Jonesville, S. C. and the S.C.-N.C. State Line, via Pacolet and Gaffney, over State Highways Nos. 9 and 18.

Certificate No. 386A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between the S.C.-N.C. State Line and Greenwood, S. C., via Chesnee, Spartanburg, Roebuck, Moore, Switzer, Laurens and Waterloo, over U. S. Highway No. 221 and State Highway No. 72.

Certificate No. 387A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Spartanburg, S. C. and the S.C.-Ga. State Line, via Pauline, Cross Anchor, Clinton, Mountville, Cross Hill, Chappells, Saluda, Johnston and Trenton, over U. S. Highway No. 176, State Highway Nos. 56, 72, 39 and 19, and U. S. Highway No. 25.

Certificate No. 388A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Clinton, S. C. and S.C.-Ga. State Line (Augusta, Ga.) via Chappells, Saluda, Ward, Johnston, Eureka, Vacluse, Graniteville and Warrenville, over State Highways 56, 39, 19, 193, 23 and 191, Aiken County Highway and U. S. Highway No. 1.

Certificate No. 409D, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Spartanburg and Fingerville, S. C., via Sloan's Place, Boiling Spring, Rainbow Lake and McMillin; over State Highway No. 9 from Spartanburg to Boiling Springs; from Boiling Springs to intersection of Rainbow Lake Cross Roads and County Highway over county highway, and from that intersection to Rainbow Lake and return, thence to McMillin and Fingerville, over county highways.

Certificate No. 456A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Landrum and Greenville, S. C. via Gowanville, New Hope Church, Holly Springs, Friendship, Appalache Mill, Greer and Brushy Creek Church, distance of 13.2 miles over State Highways 14 and 291, and 20.9 miles over county highways, total distance of 34.1 miles.

Certificate No. 457A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Chesnee, S. C. and the S.C.-N.C. State Line, over U. S. Highway No. 221, a distance of three miles.

Certificate No. 469A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Spartanburg, S. C. and the S.C.-N.C. State Line, via Boiling Springs and New Prospect, over State Highway No. 9, a distance of 20.6 miles.

Certificate No. 483B, **Carolina Scenic Stages**, Spartanburg, S. C., operating between the Junction of S. C. Highways Nos. 9 and 99 and Great Falls, S. C., over S. C. Highway No. 99, a distance of 8 miles.

Certificate No. 484A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Spartanburg, S. C. and the S.C.-N.C. State Line, via Gaffney, S. C., over S. C. Highways Nos. 299 and 150, a distance of 29 miles.

Certificate No. 485A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Newberry and Saluda, S. C., via Saluda River and Junction S. C. Highways Nos. 372 and 194; over County Highway, a distance of 10 miles, S. C. Highway 372, a distance of 4 miles; and S. C. Highway 194, a distance of 11 miles; a total distance of 25 miles; and between Johnston and Junction U. S. Highway 25 and S. C. Highway 430, South of Edgefield, via Edgefield over S. C. Highway 23, a distance of 9 miles; S. C. Highway 430, a distance of 16 miles; a total distance of 25 miles.

Certificate No. 498A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Landrum and Pacolet, S. C., via Jackson's Store, Inman and Spartanburg (via Cunningham School), over County Highways for 26.9 miles, and State Highway No. 9 for 10 miles, a total distance of 36.9 miles.

Certificate No. 500B, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Leesville and St. Matthews, S. C., via Batesburg, Wagener, Perry, Salley, Springfield, Norway and Orangeburg, over U. S. Highway No. 1, and State Highways Nos. 391, 39, 4, 332, 400, 4, 33 and 691.

Certificate No. 509C, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Orangeburg and Hampton, South Carolina, via Junction State Highways 360 and 36, Bamberg and Ehrhardt, over State Highways 360 and 36, a total distance of 50 miles.

Certificate No. 527A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Ware Shoals and the junction of State Highway No. 39 and U. S. Highway No. 178 over State Highway No. 39, a distance of 5 miles; and, Between Due West and the junction of State Highways Nos. 185 and 28 over State Highway No. 185, a distance of sixteen miles.

Certificate No. 536A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Greenville and Piedmont, S. C. via Siloam Baptist Church, over State Highway No. 81 for 7.8 miles and Anderson County Highway for 6.2 miles, total distance 14 miles. Between Pelzer, S. C. and the junction of an Anderson County Highway and U. S. Highway No. 29, via White Plains School, over State Highway No. 8 for 4.9 miles and county highway for 13.3 miles, a total distance of 18.2 miles.

Certificate No. 543A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Ninety-Six, S. C. and the junction of State Highway No. 246 and U. S. Highway No. 178, over State Highway 246, a distance of 9 miles; and, between Saluda, S. C. and the junction of State Highway No. 23 and U. S. Highway No. 178, via Ridge Spring over State Highways 39 and 23, a distance of 21 miles.

Certificate No. 546C, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Hampton and Ridgeland, South Carolina, via Varnville, Alameda, Grays, and Gillisonville, over State Highways Nos. 28 and 128, a distance of 33 miles.

Certificate No. 570A, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Abbeville and Hodges, S. C., over State Highway No. 203 for 8 miles to its intersection with State Highway No. 185, thence over No. 185 a total distance of 12 miles.

Certificate No. 574A, **Carolina Scenic Stages**, Spartanburg, S. C., operating from Junction State Highways 93 and 97 (1 mile above Great Falls) to Camden, over State Highway 97 for 33 miles; from Camden to Lugoff, over U. S. Highway No. 1 for 6 miles; from Lugoff to junction of S. C. Highway 26 and Richland County Highway, over County Highway 1.5 miles; from that junction to junction of County Highway and State Highway 12, over County Highway for 9.8 miles; thence over State Highway 12 to Columbia a distance of 14.6 miles; total distance of 64.9 miles.

Certificate No. 597, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Blacksburg, S. C., and the junction of State Highways Nos. 5 and 18, over Highway No. 5, a distance of 4 miles.

Certificate No. 598, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Union and Lockhart, S. C. over State Highway No. 91, a distance of 12 miles.

Certificate No. 635, Restricted, **Carolina Scenic Stages**, Spartanburg, S. C., operating between the N.C.-S.C. State Line and Fort Mill, S. C., over U. S. Highway No. 21, a distance of 9 miles; Restricted: To the transportation of passengers originating at or destined to the plant of the Celanese Corporation of America, near Rock Hill, S. C.

Certificate No. 636, Restricted, **Carolina Scenic Stages**, Spartanburg, S. C., operating between the junction of State Highway No. 75 and Highway No. 521 and Fort Mill, South Carolina, 7 miles over U. S. Highway 521 and 5 miles over State Highway No. 160, a total distance of 12 miles; Restricted: To the transportation of employees of the Celanese Plant at Rock Hill, South Carolina.

Certificate No. 669, **Carolina Scenic Stages**, Spartanburg, S. C., operating between the junction of State Highways Nos. 22 and S-20-22 and the junction of State Highway No. S-12-16 and U. S. Highway No. 321 in Chester, S. C.; 12.9 miles over State Highway S-20-22, 5.6 miles over S-12-38 and 5 miles over State Highway No. S-12-16, a total distance of 23.5 miles.

Certificate No. 888, Restricted, **Carolina Scenic Stages**, Spartanburg, S. C., operating between Greenville and Columbia, South Carolina, over U. S. Highway No. 276 for 36 miles to its junction with Interstate Highway 26, over I 26 for 61 miles to its junction with Interstate Highway 126, and over I 126 for 4 miles; a total distance of 101 miles. Restricted: To operation over these highways with closed doors.

Certificate No. 891, Restricted, **Carolina Scenic Stages**, Spartanburg, S. C., operating 1. Between the Junction of U. S. Highway 21 and S. C.

Highway 200, south of Great Falls, S. C., to the junction of U. S. Highway 21 and S. C. Highway 555, over U. S. Highway 21 for 25 miles. 2. Between the Junction of U. S. Highway 21 and S. C. Highway 555, and Columbia, S. C., over S. C. Highway 555 for 16 miles. Restricted: To operation over these highways as deviation routes for operating convenience, and with closed doors only.

Certificate No. 479A, **Coastal Stages Corporation**, Spartanburg, S. C., operating between Andrews and Kingstree, via Trio, Lanes and Salters, over State Highways 515, 261, 171 and 261 and U. S. Highway 521.

Certificate No. 488B, Restricted, **Coastal Stages Corporation**, Spartanburg, S. C., operating between Orangeburg, South Carolina, and Holly Hill, South Carolina, via Creston and Eutawville, South Carolina, over South Carolina Highways Nos. 33, 6 and 453, a distance of 46 miles. Restricted: So as to permit the operation between Santee and Ellore only with closed doors to all business.

Certificate No. 502D, **Coastal Stages Corporation**, Spartanburg, S. C., operating between Moncks Corner and St. Matthews, South Carolina, via Pinopolis, Junction of S. C. Highways 668 and 6, Eutawville, Vance, Santee, Ellore and Creston, over State Highways 668 and 6.

Certificate No. 529A, **Coastal Stages Corporation**, Spartanburg, S. C., operating between Andrews and Sumter, South Carolina, via intersection of S. C. Highways Nos. 511 and 527, Kingstree, Sardinia, and intersection of S. C. Highways Nos. 527 and 54; over S. C. Highway No. 511 for 4 miles, S. C. Highway No. 527 for 48 miles, and S. C. Highway No. 54 for 12 miles, a total distance of 64 miles.

Certificate No. 534A, **Coastal Stages Corporation**, Spartanburg, S. C., operating between Murrells Inlet and Andrews, South Carolina, via Pawleys Island and Georgetown, over U. S. Highway No. 17, State Highway No. 711, and U. S. Highway No. 521.

Certificate No. 545B, **Coastal Stages Corporation**, Spartanburg, S. C., operating between Moncks Corner and Jamestown, South Carolina, over State Highway No. 179, a distance of 20 miles.

Certificate No. 581A, **Coastal Stages Corporation**, Spartanburg, S. C., operating between St. Matthews and Columbia, South Carolina, via Ft. Motte, Wateree and Gadsden, over S. C. Highways Nos. 26, 267, and 48.

Certificate No. 591A, **Coastal Stages Corporation**, Spartanburg, S. C., operating between the junction of State Highways 6 and 45 and the junction of State Highways 45 and 179, via the junction of State Highways 45 and 450; over No. 45 for 17 miles, No. 450 for 6 miles and No. 45 for 14 miles, a total distance of 37 miles.

Certificate No. 621A, **Coastal Stages Corporation**, Spartanburg, S. C., operating between the junction of State Highway No. 528 and U. S. Highway No. 521 and Jamestown, South Carolina, over State Highway No. 528 for 13 miles and State Highway No. 511 for 7 miles, a total distance of 20 miles.

Certificate No. 622A, Temporary Restricted, **Coastal Stages Corporation**, Spartanburg, S. C., operating between Jamestown and Andrews, South

Carolina, over State Highway No. 511, a distance of 15 miles, until State Highway No. 528 is paved between the junction of State Highways 511 and 528 and the junction of State Highway 528 and U. S. Highway 521; Restricted: Against doing local business between Jamestown and Andrews and intermediate points after the Commission shall have issued a Class A Certificate of Public Convenience and Necessity between Andrews and Charleston, South Carolina.

Certificate No. 647, **Coastal Stages Corporation**, Spartanburg, S. C., operating between Murrell's Inlet and Myrtle Beach, South Carolina over U. S. Highway No. 17, a distance of 11 miles.

Certificate No. 648, **Coastal Stages Corporation**, Spartanburg, S. C., operating between Camden and Sumter, South Carolina, over U. S. Highway No. 521, a distance of 2 miles to the junction of U. S. Highway No. 521 and S. C. Highway 526, thence over S. C. Highway No. 526, a distance of 9 miles, to its junction with S. C. Highway No. 44; thence to Dalzell over Highway S-43-43, a distance of 10 miles; thence to Sumter over U. S. Highway No. 521, a distance of 8 miles; a total distance of 29 miles.

Certificate No. 850, **Coastal Stages Corporation**, Spartanburg, S. C., operating between Summerville, S. C. and Charleston, S. C., via Charleston Air Base and the Charleston Naval Base, over Routes as follows; Route No. 1. From Summerville over S. C. Highways 165 and 642 to Gate No. 1 of the Charleston Air Base; a distance of 14 miles. Route No. 2. From Gate No. 2 of the Charleston Air Base over Airport Road to U. S. Highway 52 by way of the Charleston Airport; thence over U. S. Highway 52 to Reynolds Avenue; thence over Reynolds Avenue to the Main Gate of the Charleston Naval Base; thence over Carolina Avenue and Spruill Avenue to U. S. Highway 52; thence to the City of Charleston over U. S. Highway 52; a distance of approximately 14 miles. Route No. 3. From Gate No. 1 of the Charleston Air Base over S. C. Highway 642 to Reynolds Avenue and over Reynolds Avenue to U. S. Highway 52; a distance of 6 miles.

Certificate No. 890, Restricted, **Coastal Stages Corporation**, Spartanburg, S. C., operating between the Junction of U. S. Highway 601 and I-26 and Charleston, S. C., over I-26 for 76 miles. Restricted: To operation over these highways as deviation routes for operating convenience, and with closed doors only.

Certificate No. 755A, Restricted, **Osker Conner**, Ridgeville, S. C., operating between Ridgeville and the Charleston Navy Yard, via Jedburg, Summerville, Ordnance Depot, West Virginia Pulp and Paper Company, General Asbestos and Rubber Company, over U. S. Highway No. 78 for 26 miles and over State Highway 525 for 4 miles; a total distance of 30 miles. Restricted: To the transportation of employees of the Ordnance Depot, West Virginia Pulp and Paper Company, General Asbestos and Rubber Company and the Navy Yard.

Certificate No. 124, **J. J. Cook**, Iva, S. C., operating between Anderson, S. C. and Calhoun Falls, S. C., via Starr, Iva and Lowndesville, S. C.

Certificate No. 770C, Restricted, **Johnnie Davis**, Eutawville, S. C., operating between Santee, South Carolina and the Medical Hospital, Calhoun

Street, Charleston, S. C., via Eutawville, Holly Hill, Junction of U. S. Highways 176 and 52, the entrance to Government Missile Base Property Junction of U. S. Highways 52 and 176, Charleston Air Port, Port of Embarkation and Charleston Navy Yard; over State Highway No. 6 for 23 miles; State Highway No. 453 for 7 miles, U. S. Highway No. 176 for 31 miles, U. S. Highway No. 52 for 13 miles, and Charleston County Highway for 12 miles, total distance 86 miles; and between Vance and Holly Hill, S. C., over State Highway No. 310, a distance of 8 miles. Restricted: To the transportation of employees of Government Missile Base, Charleston Air Port, Port of Embarkation, Charleston Navy Yard and the Medical Hospital, Calhoun Street, Charleston, S. C.

Certificate No. 501F, **William D. Ellisor**, Columbia, S. C., operating from Columbia to Wateree, S. C., over State Highway No. 48, thence to East-over over State Highways Nos. 26 and 764, thence to Gadsden over Richland County Highway for five miles, thence to Columbia over State Highway No. 48, a distance of 64 miles; and, between the intersection of State Highway No. 48 and Richland County Highway at the Fair Grounds and the intersection of Richland County Highway and State Highway No. 48, via Southern Railway Shops, over Richland County Highway, a distance of 2.3 miles; and, between the intersection of State Highway No. 48 and Richland County Highway and Gadsden, via Hopkins and Congaree, 2.7 miles over Richland County Highway, 6.9 miles over State Highway No. 769 and 6.2 miles over Richland County Highway, total distance 15.8 miles; and, between the intersection of State Highway No. 48 and Richland County Highway and Kingville, a distance of 2.9 miles over Richland County Highway; and between Congaree and Hopkins School, Richland County, S. C., over State Highway No. 769 for 1.7 miles and over unnumbered Richland County Highway for 4.7 miles, a total distance of 6.4 miles.

Certificate No. 249F, Restricted, **W. C. Gable d/b/a Emerald City Bus Line**, Greenwood, S. C., operating between Greenwood and Ninety Six Cotton Mill, near Ninety Six, South Carolina, over State Highway No. 34, a distance of 9 miles; and, authority is hereby granted to make the necessary deviations from the regular route to pick up and discharge defense workers living in groups at points not more than one mile from the regular route between Greenwood and Ninety Six. Restricted: So as not to permit this service to be operated into or out of bus stations in Greenwood and Ninety Six, South Carolina.

Certificate No. 595, Restricted, **Robert Glover, Jr.**, 10 Mile, Awendaw, S. C., operating between 10 Mile, Awendaw, and Isle of Palms, South Carolina, over U. S. Highway No. 17 to intersection with county highway (Hamlin Beach Road), 3.7 miles; thence to intersection with Rifle Range Road, .6 mile; thence over Rifle Range Road to its intersection with S. C. Highway No. 703, 5.4 miles; thence over 703, 5.5 miles; total distance 15.2 miles. Restricted: To the transportation of negro employees on Isle of Palms; and, Further Restricted: So as not to permit the picking up or discharging of passengers on, along, or near U. S. Highway No. 17 and State Highway No. 703.

Certificate No. 675, Restricted, **Robert Glover, Jr.**, 10 Mile, Awendaw, S. C., operating between Snowden Section, Mt. Pleasant, and Shellmore Products, Inc., Buck Hall, McClellanville, South Carolina, over the following route: From Snowden Section, at the junction of an unnamed County road and Long Point Road, over Long Point Road for 2 miles to its junction with U. S. Highway No. 17; South over U. S. 17 for .3 mile to its junction with Liberty Hill Road; over Liberty Hill Road for .8 mile to its junction with Rifle Range Road; North over Rifle Range Road for 1.3 miles to its junction with Hamlin Beach Road; over Hamlin Beach Road for .7 mile to its junction with U. S. Highway No. 17; over U. S. 17 for 20.5 miles to the private road leading to Shellmore Products, Inc., a total distance of 25.6 miles. Restricted: To the transportation of colored employees of Shellmore Products, Inc., from October 1 through April 30.

Certificate No. 538, Restricted, **Benjamin Grant**, Rt. 1, Box 119, Meggetts, S. C., operating between Parkers Ferry and Charleston Navy Yard, South Carolina, via Charleston, over U. S. Highways Nos. 17 and 52, a distance of 31 miles. Restricted: So as not to permit the picking up or discharging of passengers on or along U. S. Highways 17 and 52.

Certificate No. 831, Restricted, **Benjamin F. Grate d/b/a Ben Grate Bus Service**, Star Route 1, Box 57, Georgetown, S. C., operating between Plantersville and Myrtle Beach, South Carolina, via Buckport and Conway; over U. S. Highway 701 for 30 miles and U. S. Highway No. 501 for 15 miles, a total distance of 45 miles. Restricted: To the transportation of colored workers only.

Certificate No. 843, Restricted, **Benjamin F. Grate d/b/a Ben Grate Bus Service**, Star Route 1, Box 57, Georgetown, S. C., operating between Plantersville and Myrtle Beach, South Carolina, via Georgetown, over U. S. Highway No. 701 for 15 miles, and over U. S. Highway No. 17 for 34 miles, a total distance of 49 miles. Restricted: To the transportation of colored employees only. Amended by Order No. 10525, November 6, 1957, so as to permit the pickup and discharge of passengers at Myrtle Beach Air Force Base.

Certificate No. 490B, **Gray Line of Charleston**, Charleston, S. C., operating between Charleston and Edisto Beach, South Carolina, as follows: From Charleston to Windermere over U. S. Highway No. 17; thence over State Highway No. 700 to its junction with State Highway No. 610; thence over State Highway No. 610; to its junction with U. S. Highway No. 17; thence over U. S. Highway No. 17 to its junction with State Highway No. 162; thence over State Highway No. 162 and 164 to their junction with State Highway No. 174; thence to Edisto Island over State Highway No. 174.

Certificate No. 555A, **Gray Line of Charleston**, Charleston, S. C., operating between Charleston and Folly Beach, South Carolina, via Windermere, Grimball Road, Williams Store; over U. S. Highway No. 17 and State Highway 615, a total distance of 10.4 miles.

Certificate No. 864B, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Kentucky) operating between the N.C.-S.C. State Line (Gastonia, N. C.) and the S.C.-Ga. State Line (Toc-

coa, Ga.) via Blacksburg, Gaffney, Thicketty, Cowpens, Converse, Spartanburg, Lyman, Duncan, Greer, Greenville, Easley, Liberty, Norris, Central, Clemson, Seneca and Westminster; over U. S. Highway No. 29A, S. C. Highways Nos. 292, 290 and 101, U. S. Highway No. 29 and U. S. Highway No. 123; Also, between the junction of U. S. Highway No. 29 and Secondary S. C. Highway No. S-23-38 (east of Taylors) and Greenville, S. C.; over S-23-38, via Taylors, to its junction with U. S. Highway No. 29, over U. S. 29 to its junction with Secondary S. C. Highway No. S-23-21, and thence over S-23-21, via Parris, S. C.; Also, between Greenville, S. C. and the junction of U. S. Highways Nos. 123 and 123A; over U. S. 123A, a distance of 4.9 miles; Also, between Greenville, S. C. and the S.C.-Ga. State Line (Hartwell, Ga.) via Anderson, S. C.; over S. C. Highway No. 81 and U. S. Highway No. 29. Note: No authority over U. S. Highway No. 29 between Lyman and Taylors, S. C.

Certificate No. 865A, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Kentucky), operating between the N.C.-S.C. State Line (Hendersonville, N. C.) and the S.C.-Ga. State Line (Augusta, Ga.) via Travelers Rest, Greenville, Princeton, Ware Shoals, Hodges, Greenwood, Kirksey, Edgefield and North Augusta, S. C.; over U. S. Highway No. 25; Also, via Greenwood, Verdery, Bradley, McCormick, Plum Branch, Parksville, Modoc, Clarks Hill and Meriwether; over U. S. Highway No. 221 and S. C. Highway No. 28. Alternate: From the city limits of Greenville, S. C. to the junction of Secondary S. C. Highway No. S-23-13 and U. S. Highway No. 25 (approximately 4.7 miles north of Greenville, S. C.); over S. C. Highway No. 183 for 1.2 miles to its junction with Secondary S. C. Highway No. S-23-13, thence over No. S-23-13 for 3.5 miles.

Certificate No. 866B, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Ky.), operating between Greenville, S. C. and Columbia, S. C., via Mauldin, Simpsonville, Fountain Inn, Gray Court, Barksdale, Laurens, Clinton, Joanna, Kinard, Jalapa, Newberry, Prosperity, Little Mountain, Chapin, White Rock and Ballentine, S. C.; over U. S. Highway No. 276, S. C. Highway No. 14, and U. S. Highway No. 76. Also, between the junction of U. S. Highway No. 76 and S. C. Highway No. 60 and Irmo, S. C.; over S. C. Highway No. 60; Also, between the junction of U. S. Highway Nos. 76 and 176 below Ballentine, and junction of S-40-42 and U. S. 76 (Free Bros. Store) via Irmo, S. C.; over U. S. Highway No. 76 for 1.8 miles to its junction with Secondary S. C. Highway No. S-40-27, over Secondary Highways S-40-27 and S-32-42 for 1.7 miles to Irmo, thence over Secondary Highways S-32-36 and S-40-42 for 6.2 miles.

Certificate No. 867A, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Ky.), operating between the N.C.-S.C. State Line (Charlotte, N. C.) and Columbia, S. C., via Fort Mill, Rock Hill, Chester, Blackstock, White Oak, Winnsboro, Rockton, Simpson, Ridgeway, Smallwood and Blythewood; over U. S. Highway No. 21, S. C. Highway No. 72, U. S. Highway No. 321, S. C. Highway No. 34, and U. S. Highway No. 21; Also, between Rock Hill, S. C. and Ridgeway,

S. C., via Leslie, Ft. Lawn and Great Falls, S. C.; over U. S. Highway No. 21. Alternate: From a point just north of Catawba River to a point approximately five miles north of the town of Fort Mill, S. C., over new U. S. Highway No. 21. Alternate: From a point approximately two miles southeast of Rock Hill, S. C. to a point approximately two miles north of the city limits of Rock Hill, S. C.; over U. S. Highway No. 21. Also, between Bennettsville, S. C. and Columbia, S. C., via Wallace, Cheraw, Patrick, McBee, Bethune, Cassatt, Camden, Lugoff, Blaney, Pontiac and Dents, S. C.; over S. C. Highway No. 9 and U. S. Highway No. 1.

Certificate No. 868B, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Ky.), operating between Columbia, S. C. and the S.C.-Ga. State Line (Augusta, Ga.) via West Columbia, Lexington, Leesville, Batesburg, Monetta and Aiken, S. C.; over U. S. Highway No. 1; Also, between Batesburg, S. C. and Edgefield, S. C., via Ridge Spring, Ward and Johnston, over S. C. Highway No. 23; Also, between Columbia, S. C. and Aiken, S. C., via West Columbia, Cayce, Edmund, Pelion, Wagener and Kitchens Mill, S. C.; over S. C. Highway No. 215 and U. S. Highway No. 78.

Certificate No. 869B, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Ky.), operating between Columbia, S. C. and the S.C.-Ga. State Line (Elberton, Ga.), via West Columbia, Lexington, Leesville, Batesburg, Saluda, Greenwood, Abbeville and Calhoun Falls; over U. S. Highways Nos. 1 and 178 and S. C. Highway No. 72; Also, between Columbia and Calhoun Falls, S. C., via Saluda, Owdoms, McCormick, Willington and Mount Carmel, over U. S. Highway No. 378 and S. C. Highway No. 81.

Certificate No. 870B, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Kentucky), operating between Columbia, S. C. and Charleston, S. C., via West Columbia, Cayce, St. Matthews, Cameron, Wells and Holly Hill, S. C.; over U. S. Highway No. 176, S. C. Highway No. 6, and U. S. Highways Nos. 601, 176 and 52; Also, via Orangeburg, Bowman, Rosinville, Harleyville, Ridgeville, and Summerville, S. C.; over U. S. Highways 21, 178 and 78 (over Secondary S. C. Highways S-18-173 and S-18-27 into Ridgeville). Also, between Columbia and Orangeburg, S. C., via West Columbia, Cayce, Gaston, Swansea, Woodford and North, S. C.; over U. S. Highways Nos. 321 and 178; Also, between St. Matthews and Orangeburg, S. C., via Jamison; over U. S. Highway No. 601; Also, between the intersection of U. S. Highway No. 52 and Secondary S. C. Highway No. S-10-13 and Charleston, S. C.; via Army Port and Naval Base; over Secondary S. C. Highways Nos. S-10-13, S-10-74, S-10-58, S-10-59, S-10-379, S-10-459 and S-10-32.

Certificate No. 871A, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Kentucky) operating between Columbia, S. C. and the S.C.-Ga. State Line (Savannah, Ga.), via West Columbia, Cayce, Gaston, Swansea, North, Neeses, Norway, Denmark, Govan, Olar, Ulmers, Sycamore, Fairfax, Luray, Estill, Scotia, Garnett, Tarboro, Tillman and Hardeeville; over U. S. Highway Nos. 321, 17 and 17A. Also, between Swansea and Fairfax, S. C., via Blackville, Barnwell,

Cline, Seigling, and Allendale; over S. C. Highways Nos. 3 and 28; Also, between the intersection of S. C. Highways Nos. 3 and 4 to the intersection of an unnumbered FAS Highway and S. C. Highway No. 3, via Springfield; over S. C. Highway No. 4 to Springfield, thence for 1.5 miles over unnumbered FAS Highway to its intersection with S. C. Highway No. 3; Also, between the intersection of S. C. Highway No. 3 and Secondary S. C. Highway No. S-2-14 and Springfield, S. C., via Perry and Salley; over Secondary S. C. Highway No. S-2-14 and S. C. Highway No. 39; Also, between Springfield and Blackville, S. C., via Williston and Elko; over S. C. Highway No. 39 and U. S. Highway No. 78. (Suspended between Swansea and Fairfax, S. C. (Item 2), between the junction of Secondary Highway S-2-14 and S. C. Highway No. 3 and Blackville, S. C., over S. C. Highway No. 3; and, between the intersection of S. C. Highways Nos. 3 and 4 and the intersection of an unnumbered FAS Highway and S. C. Highway No. 3, via Springfield, S. C. (Item 3)).

Certificate No. 872B, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Kentucky), operating between Columbia and Beaufort, S. C., via Orangeburg, Rowesville, Branchville, Smoaks, Ruffin, Walterboro, Yemassee, Pocatoligo, Gardens Corner, Lobeco and Burton; over U. S. Highway No. 21, S. C. Highway No. 64, and U. S. Highways Nos. 17A and 21; Also, between Lobeco and Gardens Corner, S. C., via Dale; over Secondary S. C. Highways Nos. S-7-238 and S-7-43 and U. S. Highway No. 17; Also, between Beaufort and Parris Island, S. C., via Port Royal; over S. C. Highway No. 281.

Certificate No. 873A, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Kentucky), operating between Columbia and Florence, S. C., via Pontiac, Blaney, Lugoff, Camden, Bishopville, Lydia, Hartsville and Darlington, S. C. over U. S. Highway No. 1, S. C. Highway No. 34, U. S. Highway No. 15, S. C. Highway No. 151, and U. S. Highway No. 52; Also, between Columbia and Florence, S. C., via Sumter, Mayesville, Lynchburg, Cartersville and Timmons ville; over U. S. Highway No. 76.

Certificate No. 874A, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Kentucky), operating between Columbia and Georgetown, S. C., via Sumter, Alcolu, Manning, Kingstree and Andrews; over U. S. Highways Nos. 76 and 521, S. C. Highways Nos. 261 and 377, and U. S. Highway No. 521; Also, between the intersection of U. S. Highway No. 76 and S. C. Highway No. 764 and the intersection of U. S. Highway No. 76 and S. C. Highway No. 263, via Eastover, S. C.; over S. C. Highways Nos. 764 and 263; Also, between Sumter and Statesburg, S. C., via Wedgefield, S. C.; over S. C. Highways Nos. 763 and 261; Also, between Manning and Paxville, S. C.; over S. C. Highway No. 261. Also, between the intersection of U. S. Highway No. 521 and S. C. Highway No. 261 (3 miles south of Manning, S. C.) and the intersection of U. S. Highways Nos. 521 and 52, via Foreston and Greeleyville, S. C.; over U. S. Highway No. 521. Also, between Greeleyville, S. C. and the intersection of U. S. Highway No. 521 and S. C. Highway No. 377 (south of Kingstree, S. C.), via the intersection of U. S. Highway No. 52 and

S. C. Highway No. 375, Gourdin and Lane; over S. C. Highway 375 from Greeleyville to Gourdin, and thence over S. C. Highway No. 377.

Certificate No. 875C, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Kentucky), operating between the N.C.-S.C. State Line (Charlotte, N. C.) and Sumter, S. C., via Hancock, Lancaster, Heath Springs, Kershaw, Westville, Dekalb, Camden, Rembert and Dalzell; over U. S. Highway No. 521. Also, between Fort Lawn and Lancaster, S. C.; over State Highway No. 9. Between the S.C.-N.C. State Line (Laurinburg, N. C.) and the S.C.-Ga. State Line (Savannah, Ga.), via McColl, Bennettsville, Society Hill, Floyd, Darlington, Florence, Effingham, Coward, Scranton, Lake City, Kingstree, St. Stephen, Bonneau, Moncks Corner, Charleston, Rantowles, Parkers Ferry, Jacksonboro, Walterboro, Hendersville, Yemassee, Pocatoligo, Coosawhatchie, Ridgeland, Switzerland and Hardeeville; over U. S. Highways Nos. 15, 52 and 17, S. C. Highway No. 64, and U. S. Highways 17A, 17 and 17A. Alternate Route: Between the junction of U. S. Highway No. 15 and State Highway No. 9, north of Bennettsville, S. C., and U. S. Highway No. 15, 2 miles south of Bennettsville, over U. S. Highway No. 15 By-Pass. Also, between Jacksonboro and Pocatoligo, via Gardens Corner; over U. S. Highway No. 17; Also, between Rantowles and the junction of S. C. Highway No. 174 and U. S. Highway No. 17, via Hollywood and Adams Run; over S. C. Highways Nos. 162, 164 and 174; Also, between Society Hill and Walterboro, S. C., via Hartsville, Lydia, Bishopville, Manville, Sumter, Alcolu, Manning, Summerton, Santee, Wells, Rosinville, St. George, Grover and Canadys; over U. S. Highways Nos. 15, 521, 301 and 15; Also, between Sumter and Summerton, S. C., via Paxville; over U. S. Highway No. 15.

Certificate No. 876B, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Ky.), operating between the N.C.-S.C. State Line (Wilmington, N. C.) and Charleston, S. C., via Little River, Myrtle Beach, Garden City, Georgetown, McClellanville, Awendaw and Mt. Pleasant; over U. S. Highway No. 17; Also, between the intersection of U. S. Highway No. 17 and S. C. Highway No. 90 (south of Little River, S. C.) and Georgetown, S. C., via Nixonville, Conway, Yauhannah and Plantersville; over S. C. Highway No. 90 and U. S. Highway Nos. 501 and 701; Also, between Conway and Myrtle Beach, S. C.; over U. S. Highway No. 501; Also, between the intersection of U. S. Highway No. 17 and Secondary S. C. Highway No. S-26-20 and the intersection of Secondary S. C. Highway No. S-26-367 and U. S. Highway No. 17 (south of Ocean Drive Beach), via Cherry Grove Beach and Ocean Drive Beach; over Secondary S. C. Highway No. S-26-20 for two miles, over Secondary S. C. Highway No. S-26-25 for two miles, to Ocean Drive Beach, thence over Secondary S. C. Highway No. S-26-367 for .9 mile to its intersection with U. S. Highway No. 17; a total distance of 4.9 miles.

Certificate No. 878B, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Ky.), operating between Parris Island Main Gate and the S.C.-Ga. State Line, over S. C. Highway 281 for 4.10 miles; over S. C. Highway 170 for 19.92 miles; over Secondary

State Highways 27-92 and 27-117 for 6.50 miles, and over U. S. Highway 17A for 4.30 miles, total distance of 34.82 miles. Between the junction of U. S. Highway No. 21 and S. C. Highway No. 170 (near Burton, S. C.) and the junction of S. C. Highways 170 and 281, over S. C. Highway No. 170; a distance of approximately 5 miles. Between the junction of S. C. Highway 170 and Secondary Highway No. S-27-92 and the junction of S. C. Highway 170 and U. S. Highway 17, over S. C. Highway No. 170; a distance of approximately 3 miles.

Certificate No. 892A, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Ky.), operating between the junction of U. S. Highway No. 76 and Wildcat Road (S. C. Highway No. 760 connection) and Gate No. 1, Fort Jackson, S. C.; over Wildcat Road and S. C. Highway 760, a distance of one mile; and, Between Gate No. 1, Fort Jackson, S. C. and U. S. Highway No. 76; over S. C. Highway No. 760, a distance of one mile.

Certificate No. 893A, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Ky.), 1. Between Columbia, S. C. and Mauldin, S. C.; over U. S. Highway No. 76 (I-126) for 4 miles to its junction with Interstate Highway 26, thence over Interstate 26 for 56 miles to its junction with U. S. Highway No. 276, and over U. S. 276 for 32 miles; a total distance of 92 miles; and, between the junction of Interstate Highway 26 and S. C. Highway No. 219 and Newberry, S. C., over S. C. 219 for 5 miles; and between Newberry, S. C. and the junction of S. C. Highway No. 19 and Interstate Highway 26, over S. C. Highway 19 for 4.4 miles; and, between the junction of Interstate Highway 26 and S. C. Highway No. 72 and Clinton, S. C., over S. C. 72 for 3.5 miles; and between Clinton, S. C. and the junction of S. C. Highway No. 308 and U. S. Highway No. 276, over S. C. 308 for 3.5 miles; and, between the junction of U. S. Highways Nos. 276 and 221 and Laurens, S. C., over U. S. Highway No. 221 for 4 miles. 2. Between the junction of Interstate Highway 26 and U. S. Highway No. 601, near Orangeburg, S. C., and the junction of Interstate 26 and U. S. Highways 321, 21 and 176, approximately 6 miles south of Columbia, S. C.; over Interstate 26 for 31 miles.

Certificate No. 894A, Restricted, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Ky.), operating between the junction of U. S. Highway No. 52 and Ten Mile Road (Air Port Road) and the Charleston Air Force Base, over Air Port Road (County Highway), a distance of 1.2 miles. Between the junction of U. S. Highway No. 52 and State Highway No. 642 and the West Gate of Charleston Air Force Base; over State Highway No. 642 for 7.2 miles, and an unnamed and unnumbered County highway for .1 mile; a total distance of 7.3 miles. Restricted: So as not to permit the transportation of passengers in intrastate commerce between the Charleston Air Force Base and points and places in Berkeley, Charleston and Dorchester Counties presently served by Coastal Stages Corporation.

Certificate No. 895A, Restricted, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Ky.), operating 1. Between the junction of Interstate Highway 26 and U. S. Highway

No. 601 near Orangeburg, and Charleston, S. C., over Interstate Highway 26, a distance of approximately 70 miles. 2. Between Orangeburg, S. C. and the junction of U. S. Highway No. 301 and Interstate Highway 26, over U. S. Highway No. 301, a distance of approximately 8 miles. Restricted: To operation over this route with closed doors only. 3. Between Summerville, S. C. and the junction of U. S. Highway No. 17A and Interstate Highway 26, over U. S. Highway No. 17A, a distance of approximately 2 miles. Restricted: To operation over this route with closed doors only.

Certificate No. 896A, **Greyhound Lines, Inc.**, Chicago, Illinois (Southern Greyhound Lines Division, Lexington, Ky.), operating between Greenville and Anderson, S. C., over U. S. Highway No. 29, a distance of 29.71 miles, as an alternate route for operating convenience only, serving no intermediate points.

Certificate No. 816, Restricted, **Charles Simmons, Sr. d/b/a Hilton Head Truck Line**, Hilton Head, S. C., operating between Hilton Head Island, S. C., and the Savannah River Bridge on U. S. Highway No. 17, via Bluffton and Levys ("Y"); over Highway S-7-44 for 1.8 miles to Jenkins Island Ferry, over Highway S-7-39 for 3.8 miles and State Highway No. 462 for 2 miles from Fording Island Ferry to Bluffton, and thence over State Highway No. 46 for 13 miles and U. S. Highway No. 17 for 5 miles; a total distance of 25.6 miles. Restricted: So as not to pick up or discharge passengers on or along U. S. Highway No. 17 and State Highway No. 170.

Certificate No. 855A, Restricted, **C. E. Hines**, Rutherfordton, N. C., operating between Drayton Mills, Drayton, South Carolina, and the S.C.-N.C. State Line, via Liberty, Cherokee, Mayo, Midway and Chesnee, South Carolina; over U. S. Highway No. 221 and County Highway. Restricted: To the transportation of employees who live along the above route to their place of employment at Drayton Mills, Drayton, S. C.

Certificate No. 364A, Restricted, **Horace Hodge**, Rt. 1, Landrum, S. C., operating between Drayton, South Carolina, and the S.C.-N.C. State Line, via Whitney Heights, P. D. Place, Boiling Springs, Branner's Store, Coggin's Store, and New Prospect; over State Highway No. 9 and County Highway; a total distance of 20.5 miles. Restricted: To the transportation of employees who live along the above route to their place of employment at Drayton Mills, Drayton, S. C.

Certificate No. 880, Restricted, **Charles E. Simmons, Jr., d/b/a Island Bus Service**, Hilton Head, S. C., operating between Spanish Wells, Hilton Head Island, S. C., and William Hilton Inn, Hilton Head Island, S. C., over State Road 79 and State Highway No. 46, with short deviations therefrom to workers' homes, a total approximate distance of 20 miles. Restricted: To the transportation of colored workers from their homes to their places of employment and return.

Certificate No. 794, Restricted, **Jack Johnson**, Box 19, Frogmore, S. C. operating between Orange Grove Plantation and Parris Island, S. C.; via Beaufort; over State Highway No. 45 for 7 miles, State Highways 45 and 285 for 15 miles, and State Highway No. 285 for 5 miles; a total distance of 27 miles. Restricted: So as not to permit the picking up of passengers

between Beaufort and Parris Island, including Beaufort, and so as not to permit the discharge of passengers between Parris Island and Beaufort, including Beaufort; and, Further Restricted: So as not to permit the picking up of passengers on or along any regular certificated Class A bus route.

Certificate No. 244, Emergency Restricted, **Johnnie Kernells**, Rt. 1, Waterloo, South Carolina, operating between Skinner Smith Brick House on the Old Greenville-Augusta Road and Ware Shoals, South Carolina, via J. N. Jones Store and J. Y. Martins Store, over State Highway 39 and county highway, a distance of 7 miles. Restricted: To the transportation of employees who live along the above route to their place of employment at Ware Shoals Manufacturing Company, Ware Shoals, South Carolina; and Restricted: To the duration of the present emergency.

Certificate No. 837A, Restricted, **Harry Legare**, Route 1, Box 140, Frogmore, South Carolina, operating between St. Helena Island and Parris Island, South Carolina, via Beaufort; over U. S. Highway No. 21 for 16 miles and State Highway No. 281 for 6 miles, a total distance of 22 miles. Restricted: To the transportation of workers to and from Parris Island; Further Restricted: So as not to permit the picking up of passengers at Frogmore, or between Frogmore and Parris Island.

Certificate No. 846, Restricted, **Jacob Lambright**, St. Stephen, South Carolina, operating between St. Stephen, South Carolina, and the West Virginia Pulp and Paper Company, North Charleston, South Carolina; over U. S. Highway No. 52 for 42 miles to its intersection with Secondary Highway No. S-10-13, and over S-10-13 for 3 miles; a total distance of 45 miles. Restricted: To the transportation of employees of the West Virginia Pulp and Paper Company.

Certificate No. 898, Restricted, **Theodore E. Mack**, Rt. 1, Box 86, Frogmore, South Carolina, operating from Frogmore, and points on St. Helena Island, S. C., to Beaufort, Laurel Bay, The Crab Factory near Port Royal, and the homes of employers. Restricted: To the transportation of colored women employees to and from their homes and their places of employment.

Certificate No. 521B, Restricted, **George A. Owens**, Route 1, Fountain Inn, South Carolina, operating between H. A. Weathers' home near Fountain Inn, South Carolina, and Watts Mill, Laurens, South Carolina, via Fountain Inn, Laurens Glass Works and Laurens Cotton Mill, over Laurens County Highway and U. S. Highways 276 and 221, a distance of 20 miles. Restricted: To the transportation of employees at Laurens Glass Works, Laurens Cotton Mill, and Watts Mill at Laurens, South Carolina.

Certificate No. 815, Interstate, **John W. Patterson**, Hilton Head, South Carolina, Restricted to Interstate Commerce only: Between Hilton Head, S. C. and the S.C.-Ga. State Line (Savannah, Ga.) via Bluffton, Hardeeville; over Beaufort County highway for 4.8 miles, State Highways No. 39 for 3.8 miles, No. 462 for 1.7 miles and No. 46 for 13 miles, and U. S. Highway No. 17 for 6 miles; a total distance in South Carolina of 29.3 miles.

Certificate No. 141A, **Pee Dee Coach Line, Inc.**, Florence South Carolina, operating between Florence, South Carolina and Georgetown, South

Carolina, via Evergreen, Hyman, Pamplico, Kingsburg, Johnsonville and Hemingway over State Highway No. 51 and U. S. Highway No. 701. (Suspended Indefinitely)

Certificate No. 807, Restricted, **Elijah Prioleau**, Russellville, South Carolina, operating between Russellville and Port of Embarkation, S. C., via St. Stephen and Ten Mile; over S. C. Highway No. 45 for 4 miles and U. S. Highway No. 52 for 40 miles; a total distance of 44 miles. Restricted: To the transportation of employees at the Port of Embarkation; and Further Restricted: So as not to permit the picking up of any passengers on or along U. S. Highway No. 52. (Suspended)

Certificate No. 10B, **Queen City Coach Company**, Charlotte, North Carolina, operating between the N.C.-S.C. State Line (Gastonia, N. C.) and Rock Hill, S. C., via Clover and York, S. C. over U. S. Highway No. 321 and State Highway No. 5. (Suspended between York, S. C. and the S.C.-N.C. State Line 'Gastonia, N. C.')

Certificate No. 93A, **Queen City Coach Company**, Charlotte, North Carolina, operating between Florence, S. C. and the S.C.-N.C. State Line (Lumberton, N. C.) via Pee Dee Junction, Marion, Latta, and Dillon, S. C., over U. S. Highways Nos. 76, 501 and 301.

Certificate No. 128A, **Queen City Coach Company**, Charlotte, North Carolina, operating between Bennettsville, S. C. and the S.C.-N.C. State Line (Wadesboro, N. C.), via Cheraw, over S. C. Highway No. 9 and U. S. Highway No. 52.

Certificate No. 131C, **Queen City Coach Company**, Charlotte, North Carolina, operating between Cheraw, S. C. and Myrtle Beach, S. C., via Bennettsville, Society Hill, Hartsville, Darlington, Florence, Marion, Arial's Cross Roads and Conway; and, from Marion to Arial's Cross Roads, via Mullins; over S. C. Highway No. 9, U. S. Highway No. 15, S. C. Highway No. 151 and U. S. Highways Nos. 52, 76 and 501; and U. S. Highway No. 76 and S. C. Highway No. 57.

Certificate No. 132A, **Queen City Coach Company**, Charlotte, North Carolina, operating between Florence and the S.C.-N.C. State Line (Charlotte, N. C.) via Darlington, Hartsville, McBee, Jefferson, and Pageland, over U. S. Highway No. 52, and S. C. Highway No. 151.

Certificate No. 157A, **Queen City Coach Company**, Charlotte, North Carolina, operating between Marion, S. C. and the S.C.-N.C. State Line (Fairbluff, N. C.) via Mullins, and Nichols; and between Nichols and the S.C.-N.C. State Line (Lumberton, N. C.) via Lake View, over U. S. Highway No. 76 and S. C. Highways Nos. 9 and 41.

Certificate No. 160A, **Queen City Coach Company**, Charlotte, North Carolina, operating between Newberry, South Carolina, and Lancaster, South Carolina, via Winnsboro and Great Falls, South Carolina, over State Highways 22 and 93.

Certificate No. 161, **Queen City Coach Company**, Charlotte, North Carolina, operating between Cheraw, S. C. and Lancaster, S. C., via Chesterfield, Ruby, Mt. Croghan and Pageland, S. C. over State Highway No. 9.

Certificate No. 164A, **Queen City Coach Company**, Charlotte, North Carolina, operating between the N.C.-S.C. State Line (Monroe, N. C.), and Lancaster, S. C. over S. C. Highway No. 200 and U. S. Highway No. 521.

Certificate No. 174, **Queen City Coach Company**, Charlotte, North Carolina, operating between Conway, South Carolina and Sumter, South Carolina via Hemingway, Johnsonville, Lake City, Olanta and Turbeville, South Carolina over State Highways 90, 175 and 341, U. S. Highway 301, and State Highway 54.

Certificate No. 176, **Queen City Coach Company**, Charlotte, North Carolina, operating between Bennettsville, South Carolina and Mullins, South Carolina via Clio, Little Rock, Dillon, Floyd, Dale and Fork, South Carolina and all intermediate points or places; over State Highways Nos. 9 and 57.

Certificate No. 186, **Queen City Coach Company**, Charlotte, North Carolina, operating between Bennettsville, S. C. and S.C.-N.C. State Line (Hamlet, N. C.) over State Highway No. 38.

Certificate No. 187, **Queen City Coach Company**, Charlotte, North Carolina, operating between Bennettsville, S. C. and S.C.-N.C. State Line (Hamlet, N. C.) over State Highway No. 79.

Certificate No. 196A, **Queen City Coach Company**, Charlotte, North Carolina, operating between Summerville, South Carolina and the junction of State Highway No. 511 and U. S. Highway No. 17, via Moncks Corner, Pinopolis Dam, Cordesville, Quenby, and Cainhoy Road, over State Highway No. 64 to its junction with State Highway No. 6; over No. 6 to its junction with U. S. Highway No. 52; over U. S. 52 to its junction with State Highway No. 612; over No. 612 to Pinopolis Dam; return over the same route to the junction of U. S. 52 and State Highway 402; over No. 402 to its junction with State Highway No. 511; thence over No. 511 to its junction with U. S. Highway No. 17.

Certificate No. 197A, **Queen City Coach Company**, Charlotte, North Carolina, operating between Clover, South Carolina and the junction of State Highways Nos. 59 and 49, over State Highway No. 59.

Certificate No. 201A, Restricted, **Queen City Coach Company**, Charlotte, North Carolina, operating between Clinton, S. C. and the S.C.-Ga. State Line (Augusta, Ga.) via Chappells, Saluda, Ward, Johnston, Eureka, Vaucluse, Graniteville and Warrentonville, S. C., over State Highways Nos. 56, 39, 19, 193, 23 and 191, Aiken County Highway and U. S. Highway No. 1; Restricted: Against doing local intrastate business between Vaucluse, S. C. and the S.C.-Ga. State Line, and all intermediate points, in both directions.

Certificate No. 208, **Queen City Coach Company**, Charlotte, North Carolina, operating between Dillon, South Carolina and Sumter, South Carolina via Darlington, Lamar, Elliott and Oswego, and all other intermediate points and places; over State Highways Nos. 34 and 763.

Certificate No. 212, **Queen City Coach Company**, Charlotte, North Carolina, operating from the junction of U. S. Highways No. 501 and 701 (near

Conway, South Carolina) to the North Carolina-South Carolina State Line (Tabor City, North Carolina) via Loris, South Carolina, over U. S. Highway No. 701 and State Highways No. 9 and 904. Alternate Route: Over U. S. Highway No. 701 and State Highway No. 9.

Certificate No. 241A, **Queen City Coach Company**, Charlotte, North Carolina, operating between Florence, South Carolina and Allendale, South Carolina, via Effingham, Olanta, Turbeville, Manning, Summerton, Parler, Elloree, Orangeburg, Bamberg, Ulmers and Sycamore, over U. S. Highways 52, 301 and 15, and State Highways 6, 47, 4, 33 and 331; and, Between the junction of State Highways Nos. 33 and 64 and the junction of State Highways Nos. 5 and 33, via Olar, South Carolina, over State Highways Nos. 64 and 5.

Certificate No. 335, Restricted, **Queen City Coach Company**, Charlotte, North Carolina, operating between York and Greenville, South Carolina, via Sharon, Lockhart, Union, Cross Keys, Cross Anchor and Woodruff, over State Highways Nos. 5, 91, 92, 146, 101, the Old Greenville-Woodruff Road, and State Highway No. 2, Restricted: To interstate commerce only, except between Cross Anchor and Woodruff, over State Highway No. 146, a distance of 13 miles, and between the intersection of State Highway 101 and the Old Greenville-Woodruff Road and Greenville, South Carolina, over county highway a distance of 15 miles and over State Highway No. 2, a distance of 3 miles.

Certificate No. 396, **Queen City Coach Company**, Charlotte, North Carolina, operating between Orangeburg, South Carolina and the South Carolina-Georgia State Line (Augusta, Ga.) via Neeses, Springfield, and Williston, over State Highways No. 4 and 39. U. S. Highway No. 78 and State Highways No. 781 and 28.

Certificate No. 399A, **Queen City Coach Company**, Charlotte, North Carolina, operating between the N.C.-S.C. State Line (Charlotte, N. C.) and Greenwood, S. C., via York, McConnellsville, Lowrys, Chester, Carlisle, Whitmire, Clinton, Mountville and Cross Hill, S. C., over State Highway No. 49, U. S. Highway No. 321 and State Highway No. 72.

Certificate No. 414A, **Queen City Coach Company**, Charlotte, North Carolina, operating between Mullins and Andrews, South Carolina, via Centenary, Kingsburg, Johnsonville, Hemingway and Rhems, over State Highways 57, 175, 511 and 512, a distance of 59 miles.

Certificate No. 432, **Queen City Coach Company**, Charlotte, North Carolina, operating between Allendale, South Carolina, and the South Carolina-Georgia State Line (Sylvania, Georgia) via Woods Cross Road, Virgin Mary Church, Irvington Church and Brier Creek, over South Carolina Highway No. 73, a distance of 14 miles.

Certificate No. 433, **Queen City Coach Company**, Charlotte, North Carolina, operating between Nichols and Ocean Drive, South Carolina via junction of U. S. Highway No. 76 and State Highway No. 9, and junction of State Highway No. 9 and U. S. Highway No. 17, over U. S. Highways No. 76 and 17 and State Highway No. 9, a distance of 45 miles.

Certificate No. 434, **Queen City Coach Company**, Charlotte, North Carolina, operating between the junction of U. S. Highway No. 501 and S. C. Highway No. 57 and the junction of S. C. Highways Nos. 90 and 908, via Centenary, over S. C. Highways 57, 175 and 908, a distance of 17 miles; and, Between the junction of U. S. Highway No. 501 and S. C. Highway No. 175 and the junction of S. C. Highways Nos. 175 and 57, over S. C. Highway No. 175, a distance of 9 miles.

Certificate No. 482A, **Queen City Coach Company**, Charlotte, North Carolina, operating between Greenville, South Carolina, and Pendleton, South Carolina, over State Highways 81 and 88, a distance of 30 miles.

Certificate No. 487, **Queen City Coach Company**, Charlotte, North Carolina operating between N.C.-S.C. State Line and Chesterfield, S. C., over S. C. Highway No. 85, a distance of 6 miles.

Certificate No. 491A, **Queen City Coach Company**, Charlotte, North Carolina, operating between the N.C.-S.C. State Line and Society Hill, S. C., via Cheraw, over U. S. Highways Nos. 1 and 52.

Certificate No. 499A, **Queen City Coach Company**, Charlotte, North Carolina, operating between the junction of S. C. Highways Nos. 55 and 557 and the junction of S. C. Highways Nos. 55 and 49, over S. C. Highway No. 55, a distance of 6 miles. Between the N.C.-S.C. State Line and the junction of S. C. Highways 274 and 49, over S. C. Highway No. 274, a distance of 3 miles.

Certificate No. 505, **Queen City Coach Company**, Charlotte, North Carolina, operating between Conway and Myrtle Beach, South Carolina, over State Highway No. 503, a distance of 14 miles.

Certificate No. 514, **Queen City Coach Company**, Charlotte, North Carolina, operating between Latta, South Carolina and the junction of U. S. Highways Nos. 301 and 76, over U. S. Highway No. 301, a distance of eleven miles.

Certificate No. 530, **Queen City Coach Company**, Charlotte, North Carolina, operating between the junction of State Highways Nos. 9 and 902 and the junction of State Highways Nos. 154 and 763, via Kershaw, Bethune, Bishopville and St. Charles, over State Highway No. 902 for 2 miles, State Highway No. 265 for 5 miles, State Highway No. 341 for 33 miles and State Highway No. 154 for 11 miles, a total distance of 51 miles.

Certificate No. 532, **Queen City Coach Company**, Charlotte, North Carolina, operating between Sumter and Manning, South Carolina, over U. S. Highways No. 15 and 521 for 4 miles, and State Highway No. 260 for 15 miles, a total distance 19 miles.

Certificate No. 568, **Queen City Coach Company**, Charlotte, North Carolina, operating between Chesterfield and Hartsville, South Carolina, over State Highway No. 102, a distance of 28 miles.

Certificate No. 577, **Queen City Coach Company**, Charlotte, North Carolina, operating between Loris, South Carolina, and Baxter School, South Carolina, via Allsbrook, over State Highway No. 904 for 4 miles and County Road for 5 miles, a total distance of 9 miles.

Certificate No. 605A, **Queen City Coach Company**, Charlotte, North Carolina, operating between Blacksburg, South Carolina, and Clover, South Carolina, via Junction of S. C. Highways Nos. 5 and 55; over S. C. Highway No. 5 for 6 miles, over S. C. Highway No. 55 for 9 miles, a total distance of 15 miles.

Certificate No. 616, **Queen City Coach Company**, Charlotte, North Carolina, operating between Lancaster, South Carolina, and the junction of State Highways No. 906 and 9, over State Highway No. 906, a total distance of 20 miles.

Certificate No. 629, **Queen City Coach Company**, Charlotte, North Carolina, operating between Marion and Charleston, South Carolina, via Hemingway, Andrews, Jamestown, Cainhoy and Mt. Pleasant, over U. S. Highway 501, S. C. Highways 175, 51 and 511, U. S. Highway 17 and S. C. Highway 172, a distance of 123 miles.

Certificate No. 660, **Queen City Coach Company**, Charlotte, North Carolina, operating between Rock Hill, S. C. and the S.C.-N.C. State Line, near Waxhaw, N. C., via India Hook School, junction of U. S. Highway No. 21 and State Highway No. 50, Celriver Plant, junction New U. S. Highway No. 21 and State Highway No. 160, Fort Mill, junction State Highway No. 160 and U. S. Highway No. 521, and the junction of U. S. No. 521 and State Highway No. 75; over State Highway No. 30 for 4 miles, State Highway No. 50 for 2 miles, U. S. Highway No. 21 for 3 miles, State Highway No. 160 for 6 miles, U. S. Highway No. 521 for 7 miles, and State Highway No. 75 for 2 miles; a total distance of 24 miles.

Certificate No. 668, **Queen City Coach Company**, Charlotte, North Carolina, operating between Aynor and Conway, South Carolina, over relocated U. S. Highway No. 501, a distance of 14 miles.

Certificate No. 681, **Queen City Coach Company**, Charlotte, North Carolina, operating from Crescent Beach over South Carolina Secondary Highway 37 for .5 mile to its junction with South Carolina Secondary Highway 81, thence over Highway 81 for 1 mile to its junction with South Carolina Secondary Highway 25, thence over Highway 25 for .4 mile to its junction with South Carolina Secondary Highway 80, thence over Highway 80 for 2 miles to its junction with South Carolina Secondary Highway 20, over No. 20 for 2 miles to its junction with U. S. Highway 17; a total distance 5.9 miles.

Certificate No. 785, **Queen City Coach Company**, Charlotte, North Carolina, operating between Blacksburg, S. C. and the S.C.-N.C. State Line, over S. C. Highway No. 198, a distance of 4 miles. Between Kings Creek and York, S. C., via Smyrna; over S. C. Highway No. 5 for 3.4 miles to Smyrna, thence over Secondary Highway S-46-11 (Smyrna Road) for 2.1 miles to its junction with S. C. Highway No. 324, and over S. C. 324 for 9.9 miles; a total distance of 15.4 miles. Between the junction of S. C. Highway No. 5 and an unnumbered road east of York, S. C. and Rock Hill, S. C.; over this unnumbered road for 8.1 miles to its junction with S. C. Highway No. 322 at Oak Ridge, thence over S. C. No. 322 for 5.6 miles to Rock Hill, S. C.; a total distance of 13.7 miles. Between Newport,

S. C. and the junction of S. C. Highways Nos. 274 and 49; over S. C. 274, a distance of 7 miles.

Certificate No. 805, **Queen City Coach Company**, Charlotte, North Carolina, operating 1. Between Anderson, S. C. and the junction of U. S. Highway No. 178 and State Highway No. 88; over U. S. Highway No. 178, a distance of 16 miles. 2. Between Woodruff, S. C. and the junction of State Highway No. 101 and a county road north of Woodruff; over State Highway 101, a distance of 6 miles. 3. Between Cross Anchor, S. C. and York, S. C., via Union, Lockhart, Bullock Creek and Sharon; over State Highway No. 92 for 18 miles and State Highway No. 91 for 37 miles, a total distance of 55 miles. 4. Between the junction of State Highway No. 191 and U. S. Highway No. 1, near Warrentonville, S. C. and the junction of U. S. Highway No. 1 and State Highway No. 421, near Augusta, Ga.; over U. S. Highway No. 1, a distance of 10 miles (service to be discontinued over old U. S. Highway No. 1, now State Highway No. 421, under Class A Certificate No. 201A).

Certificate No. 881, **Queen City Coach Company**, Charlotte, North Carolina, operating between the S.C.-Ga. State Line (Augusta, Ga.) and Aiken, S. C., via Clearwater, Bath, Langley and Warrentonville, S. C.; over U. S. Highway No. 1 for 2 miles to its West junction with S. C. Highway No. 421, thence over S. C. 421 for 11 miles to its East junction with U. S. Highway No. 1, and thence over U. S. 1 for 2 miles; a total distance of 15 miles.

Certificate No. 886, **Queen City Coach Company**, Charlotte, North Carolina, operating from Florence to Kingsburg, South Carolina over State Highway No. 51 for 26 miles to its junction with U. S. Highway No. 378, thence over U. S. Highway No. 378 to Kingsburg for 5 miles, a total distance of 31 miles.

Certificate No. 897, **Queen City Coach Company**, Charlotte, North Carolina, operating from the junction of S. C. Highways 19 and 191, South of Eureka, S. C., over S. C. Highway 19 for 10 miles to Aiken; thence from Aiken, S. C., over U. S. Highway 78 and S. C. Highway 215 for 3 miles to their junction just east of Aiken; thence over S. C. Highway 215 for 12 miles to its junction with S. C. Highway 4; thence over S. C. Highway 4 for 13 miles to Springfield, S. C., total distance 38 miles, and return over the same route.

Certificate No. 861, Restricted, **Harry Ravenell, Jr.**, Rt. 2, Box 222, Holly Hill, South Carolina, operating between Welch Bros. Grocery Store on S. C. Highway 38-174, and the Tidewater Construction Company's dock job at the end of Broad Street, Charleston, S. C.; over S. C. Highway 38-174 to the junction of S. C. Highway 38-174 and U. S. Highway 176, a distance of 2 miles; thence over U. S. Highways 176, and 52 to the Missile Base, a distance of 38 miles; thence over Charleston County Highway for 10 miles to the Navy Yard; thence over Charleston County Highways and streets of the City of Charleston to Tidewater Construction Company's dock job at the end of Broad Street, a distance of 5 miles; a total distance of 55 miles. Restricted: To the transportation only of colored employees of Missile Base, Navy Yard and Tidewater Construction Company's dock job at the end of Broad Street, Charleston, S. C.

Certificate No. 588, Restricted, **Isaac J. Rembert**, Route 2, Box 9, Russellville, South Carolina, operating between Pineville and the Navy Yard, South Carolina, via Russellville, over S. C. Highway No. 45, a distance of 4 miles, and over U. S. Highway No. 52, a distance of 50 miles, a total distance of 54 miles. Restricted: To the transportation of employees of the Navy Yard only.

Certificate No. 590, Restricted, **William Singleton**, Wando, South Carolina, operating between a point 7 miles south of Huger, South Carolina, and the Navy Yard, via junction of S. C. Highway 511 and U. S. Highway 17 and Charleston, over S. C. Highway 511 for 19 miles, over U. S. Highway 17 for 12 miles, and over S. C. Highway 32 for 5 miles, a total distance of 36 miles. Restricted: To the transportation of employees of the Charleston Navy Yard, and Further Restricted: To operation with closed doors from the intersection of State Highways Nos. 511 and 519 to the Navy Yard.

Certificate No. 797A, Restricted, **Felix Smalls**, P. O. Box 36, Sheldon, South Carolina, operating between Bold's Road (Lobeco) and Parris Island, S. C., via Burton; over U. S. Highway No. 21 for 10 miles and State Highway No. 280 for 5 miles; a total distance of 15 miles. Restricted: So as to permit the transportation of Parris Island workers only to and from their homes to and from their places of employment; and Further Restricted: So as not to permit the discharge of passengers between the point of origin and Parris Island, and Restricted, so as not to permit the picking up of passengers on the return trip from Parris Island.

Certificate No. 133, **Smoky Mountain Stages, Inc.**, Asheville, North Carolina, operating between Anderson, South Carolina and South Carolina-North Carolina State Line (Asheville), via Liberty and Pickens, over State Highway No. 14.

Certificate No. 181, **Smoky Mountain Stages, Inc.**, Asheville, North Carolina, operating between Greenville, S. C. and the S.C.-Ga. State Line (Highlands, N. C.) via Pickens and Walhalla, S. C., over County Highway from Greenville to Pickens, and thence over State Highways 183 and 28.

Certificate No. 198, **Smoky Mountain Stages, Inc.**, Asheville, North Carolina, operating between Anderson, South Carolina and South Carolina-Georgia State Line (Lavonia, Georgia) via Fair Play over State Highways Nos. 80 and 182.

Certificate No. 199, **Smoky Mountain Stages, Inc.**, Asheville, North Carolina, operating between Anderson, South Carolina and Fair Play, South Carolina over State Highways Nos. 24 and 243.

Certificate No. 459A, **Smoky Mountain Stages, Inc.**, Asheville, North Carolina, operating between S.C.-Ga. State Line and Anderson, South Carolina, via junction State Highways 184 and 187, junction State Highways 187 and 181, and Starr, South Carolina, over State Highways 184, 187, 181, and 81, a distance of 21.1 miles. (Suspended)

Certificate No. 478, **Smoky Mountain Stages, Inc.**, Asheville, North Carolina, operating between Fair Play, S. C. and S.C.-Georgia State Line;

via Oakway, junction S. C. Highways 59 and 24, Oakway and Westminster, South Carolina; over S. C. Highways 182, 59 and 24, and U. S. Highway 76.

Certificate No. 524, **Smoky Mountain Stages, Inc.**, Asheville, North Carolina, operating between Abbeville, South Carolina, and the South Carolina-Georgia State Line (Augusta, Ga.) via junction of S. C. Highways Nos. 72 and 28, and McCormick, South Carolina; over S. C. Highway No. 72, a distance of two miles; over S. C. Highway No. 28 a distance of twenty-one miles; and over S. C. Highway No. 43 a distance of seven miles; a total distance of thirty miles.

Certificate No. 102D, Restricted, **Southeastern Stages, Inc.**, Atlanta, Georgia, operating between the South Carolina-Georgia State Line (Augusta, Georgia) and Charleston, South Carolina, via Aiken, Williston, Blackville, Denmark, Bamberg, Branchville, St. George and Summerville, South Carolina, over New U. S. Highway No. 1, from the South Carolina-Georgia State Line (Augusta, Georgia) to Aiken, South Carolina, thence over U. S. Highway No. 78 to Charleston, South Carolina. Between the junction of U. S. Highway No. 52 and Ten Mile Road (Air Port Road) and the Charleston Air Force Base, over Air Port Road (County Highway), a distance of 1.2 miles; Restricted so as not to permit the transportation of passengers in intrastate commerce between the Charleston Air Force and points and places in Berkeley, Charleston and Dorchester Counties presently served by Coastal Stages Corporation. Between the junction of U. S. Highway 52-78 and S. C. Highway No. 642 and the West Gate of the Charleston Air Force Base, via S. C. Highway No. 642 for 7.2 miles and an unnumbered county highway for .1 mile, a total distance of 7.3 miles; Restricted so as not to permit the transportation of passengers in intrastate commerce between the Charleston Air Force Base and points and places in Berkeley, Charleston and Dorchester Counties presently served by Coastal Stages Corporation.

Certificate No. 109C, **Southeastern Stages, Inc.**, Atlanta, Georgia, operating between the South Carolina-Georgia State Line east of Augusta, Ga. and the South Carolina-Georgia State Line north of Savannah, Ga., via Barnwell, Allendale, Hampton, Yemassee, Ridgeland, and Hardeeville, South Carolina, over State Highway No. 28 and U. S. Highway No. 17 and U. S. Highway No. 17 Alternate.

Certificate No. 178, **Southeastern Stages, Inc.**, Atlanta, Georgia, operating between S.C.-Ga. State Line (Lincolnton, Ga.) and McCormick, S. C., over State Highway No. 43.

Certificate No. 194, **Southeastern Stages, Inc.**, Atlanta, Georgia, operating between Elko, South Carolina and Charleston, South Carolina, via Barnwell, Ehrhardt, Walterboro, and Summerville, South Carolina, over State Highways Nos. 37, 64, 61 and U. S. Highway No. 17.

Certificate No. 714, Restricted, **Southeastern Stages, Inc.**, Atlanta, Georgia, operating between the South Carolina-Georgia State Line on the 13th Street Bridge over the Savannah River at Augusta, Georgia, via U. S. Highway No. 25 and the New Project Four-Lane Highway a short distance north of Augusta, thence over the New Project Highway to the

West entrance to the Atomic Energy Commission Reservation, near Jackson, South Carolina. Restricted: So as not to permit the picking up or discharging of local passengers between Augusta and Shultz Hill: to pick up between these points only passengers whose destinations are beyond, and to discharge between these points passengers who originate beyond these points.

Certificate No. 336E, Restricted, **C. L. and C. E. Thompson**, Route 1, Chesnee, South Carolina, operating between the N.C.-S.C. State Line on S-42-58 and Spartan Mills near Spartanburg, S. C., via Spartanburg City Limits and Beaumont Mill, over S-42-58 Road for 3.2 miles; State Highway No. 11 for 2.5 miles; unnumbered highway for 1.2 miles; S-187 for 2.1 miles; Parris Bridge Road for 3 miles; State Highway No. 11 for 4 miles; U. S. Highway 221 for 14.3 miles; S-42-126 for .6 mile, and streets of City of Spartanburg for 2 miles. Restricted: To the transportation of employees who live along the above route to their place of employment at Spartan Mills and Beaumont Mills.

Certificate No. 559D, Restricted, **Johnie E. Thompson**, Route 2, Bethune, South Carolina, operating between Buffalo Section, 5 miles east of Kershaw, and Springs Cotton Mill, Lancaster, South Carolina, via Kershaw, over S. C. Highway No. 157 for 5 miles and U. S. Highway No. 521 for 17 miles, a total distance of 22 miles. Restricted: To the transportation of employees of Springs Cotton Mill, Lancaster, South Carolina.

Certificate No. 415G, Restricted, **J. H. Tucker**, Landrum, South Carolina, operating between Beaumont Mill, Spartanburg, South Carolina and Landrum, South Carolina, via Taylor-Colquitt, Tinsleys—5 Points, Gramling and Campobello; over county highway and U. S. Highway No. 176, a distance of 28.3 miles. Restricted: To the transportation of employees who live along the above route to their places of employment at Beaumont Mill, Spartanburg, South Carolina.

Certificate No. 177, **Valley Coaches, Inc.**, Augusta, Georgia, operating between S.C.-Ga. State Line (Augusta, Ga.) and Clearwater, S. C., via North Augusta and Belvedere, over U. S. Highway No. 25 and State Highway No. 126.

Certificate No. 528C, Restricted, **Cleveland R. Vanderhorst**, Route 1, Box 97, McClellanville, South Carolina, operating between Santee and the Navy Yard, Naval Base, South Carolina, and the Wet Storage Basin, Ordnance Depot, North Charleston, South Carolina, over the following route; From Santee over Secondary Highway S-10-71 for 1.4 miles to its intersection with Dupre Road, thence over Dupre Road for 5.7 miles to its intersection with an unnamed Charleston County Road; thence over this unnamed road and Merchantile, Drayton, Tupler, Society, Pick Head and Big Roads (all of which are in Charleston County on the outskirts of McClellanville) for 2.6 miles to the junction of Big Road and U. S. Highway No. 17; thence over U. S. 17 for 38.3 miles to its junction with U. S. Highway No. 52 in Charleston; thence over U. S. 52 for 2.6 miles to its junction with S. C. Highway No. 525, and over S. C. 525 for 6.9 miles to the Naval Base and Ordnance Depot; a total distance of 57.5 miles; Restricted: To the transportation of workers at the Navy Yard, the Wet

Storage Basin, the Ordnance Depot, the City of Charleston, and the industrial area of Charleston, S. C.; and Further Restricted: So as not to permit the picking up or discharging of passengers along U. S. Highways Nos. 17 and 52 south of Awendaw Bridge.

Certificate No. 550, Restricted, **Caleb Washington**, Route 1, Box 301B, Ravenel, South Carolina, operating from Jenkinsville (a community on the bank of the Dawhoo River) over Highway S-10-89 for a distance of 1.8 miles to the junction of S-10-89 and S. C. Highway 174; thence over S. C. Highway 174 for 5.3 miles to the intersection of S. C. Highways 164 and 174; thence over S. C. Highway 164 for 2.4 miles to its intersection with S. C. Highway 162; thence over S. C. Highway 162 for 11.5 miles to its intersection with U. S. Highway 17; over U. S. Highway 17 for a distance of 13.7 miles to City of Charleston; from Charleston, S. C. over U. S. Highway 78 to Charleston Navy Yard, a distance of 6.2 miles, total distance of 40.9 miles. Restricted: To the transportation of workers in the City of Charleston, S. C. and at the Navy Yard; Further restricted: So as not to permit the pick up or discharge of any passengers on or along U. S. Highways 17 and 52, except at the corner of Cannon and President Streets and the corner of Coming and Cannon Streets, the Corner of Spring and Coming Streets and the corner of Spring and Chestnut Streets in the City of Charleston, S. C.; and, Further Restricted: So as not to permit the picking up of any passengers at the authorized points within the City of Charleston except such passengers as were discharged at the respective points on the morning trip.

Certificate No. 781, Restricted, **James Washington**, Frogmore, South Carolina, operating between Orange Grove Section, St. Helena Island, and Parris Island, S. C. via Frogmore and Beaufort, over county highway for 3 miles, Fort Fremont road for 4 miles, State Highway No. 285 for 8 miles, and State Highway No. 281 for 6 miles, a total distance of 21 miles. Restricted: To the transportation of workers from Orange Grove Section, St. Helena Island, South Carolina, to their places of employment in Beaufort, Port Royal, Naval Hospital and Parris Island; and, Further Restricted: So as not to permit the picking up of any passengers on or along or within one mile of any regularly established bus line on trips going into the island, and Restricted on return trips to only such passengers as were carried to their places of employment that day.

Certificate No. 182D, **Welborn Bus Line**, Liberty, South Carolina, operating between Greenville, S. C. and Westminster, S. C. via Pickens, Six Mile and Walhalla, over county highway from Greenville to Pickens, over State Highway No. 183 to its intersection with State Highway No. 133, over No. 133 to Six Mile, over county highway to its intersection with No. 183, and thence over No. 183. (Route Suspended between Greenville & Walhalla)

Certificate No. 374C, **Welborn Bus Line**, Liberty, South Carolina, operating between Greenville and Westminster, S. C. over State Highway No. 13, a distance of 48 miles.

Certificate No. 525E, **Welborn Bus Line**, Liberty, South Carolina, operating between Greenville and Easley, S. C. via Greenville City limits,

Westville School, State Highway No. 250, Saluda Dam Road and Saluda Dam; over the streets of Greenville for a distance of 1.2 miles; over county highway a distance of 12.2 miles; and over State Highway No. 250 for .6 mile; a total distance of 14 miles. (Suspended)

Certificate No. 627, **Welborn Bus Line**, Liberty, South Carolina, operating between Easley and Pickens, S. C., over State Highway No. 8, a distance of 7 miles; Between Pickens and Liberty, S. C. over U. S. Highway No. 178 a distance of 7 miles; and, between Walhalla and Seneca, S. C., over State Highway No. 28, a distance of 9 miles.

Certificate No. 628, **Welborn Bus Line**, Liberty, South Carolina, operating between Easley and Greenville, S. C., via Old Easley Bridge (covered) Road; over U. S. Highway No. 123 to its intersection with State Highway No. S-39-28; over Highway No. S-39-28 to its intersection with State Highway No. S-23-85; thence over No. S-23-85; a total distance of 12.8 miles. (Suspended)

Certificate No. 877, Restricted, **Samuel Wigfall**, Huger, South Carolina, operating from a point 1.5 miles southeast of Johnson's Store, which is located at the junction of S. C. Secondary Highway No. 98 and U. S. Highway No. 41; over U. S. Highway No. 41 to its intersection with U. S. Highway No. 17 for a distance of 18.1 miles; thence over U. S. Highway No. 17 to its junction with U. S. Highway No. 52 for a distance of 11.1 miles; thence to Naval Base over U. S. Highway No. 52, a distance of 4.8 miles, total distance 35.5 miles. Restricted: To the transportation of colored worker passengers to and from the City of Charleston and to and from the Naval Base. Further Restricted: So as not to permit the pick-up or discharging of passengers along U. S. Highway No. 17, east of the Cooper River.

Certificate No. 540B, Temporary, **J. H. Wood d/b/a J. H. Wood's Bus Line**, Spartanburg, South Carolina, operating between Fairmont and Duncan, South Carolina, over State Highway 290 and county highway, a total distance of 6.6 miles.

Certificate No. 552B, **J. H. Wood d/b/a J. H. Wood's Bus Line**, Spartanburg, South Carolina (Leased to Carolina Scenic Stages), operating between Spartanburg and Spartanburg, South Carolina, circular route, via Snoddy's Stop, Jackson Mill, Welford, Lyman, Harvey Town, Pine Ridge, Duncan, Nesbitt's Store, Tucapau Mill, Jackson Mill and Snoddy's Stop; over U. S. Highway No. 29 for 14.6 miles, and county highways 12.8 miles, a total distance of 27.4 miles.

Certificate No. 645, **J. H. Wood d/b/a J. H. Wood's Bus Line**, Spartanburg, South Carolina (Leased to Carolina Scenic Stages), operating between Lyman and Greer, S. C., via Duncan, over State Highway No. 292 for 1.4 miles and State Highway No. 290 for 4 miles, a total distance of 5.4 miles.

Certificate No. 523C, **L. E. Woodie d/b/a Woodie Bus Co.**, Beaufort, South Carolina, operating between Beaufort, S. C., and Wood's Store, via Frogmore, Lands End, and El Rondevous, over State Highway No. 285 from Beaufort to Frogmore, and thence over Secondary roads 7-37 and 7-45, and Seaside Road. Between Beaufort and Hunting Island, S. C., via Frogmore, S. C., over State Highway No. 285. (Suspended)

Certificate No. 817, **L. E. Woodie d/b/a Woodie Bus Co.**, Beaufort, South Carolina, operating between Beaufort and Beaufort, a circular route, via Burton, Habersham Forks, Fenders Store, Habersham Forks, Broad River Road, Rentz Store and Burton; over U. S. Highway No. 21 for 1.6 miles, secondary highways S-7-40 for 5.5 miles, and S-7-23 for 1.4 miles, S-7-23 and State Highway No. 280 for 2.8 miles, and U. S. Highway No. 21 for 1.6 miles, and a total distance of 12.9 miles; and, Between Beaufort and Broomfield, via Youmans Store and Sams Point, over U. S. Highway No. 21 for 1.5 miles, and State Highway No. 802 for 9.5 miles, a total distance of 11 miles. (Suspended)

Certificate No. 883, Restricted, **Solomon Wright**, Route 1, Box 250, Cross, South Carolina, operating between Cross and Charleston Naval Base, S. C., over S. C. Highway No. 6 for 21.4 miles to its intersection with U. S. Highway No. 17A in Moncks Corner; from this point over U. S. Highway No. 17A to Carnes Cross Roads (U. S. 17A and U. S. 176), for a distance of 11 miles; from Carnes Cross Roads over U. S. Highway No. 176 to Charleston Naval Base for 17.5 miles, total distance 49.9 miles. Restricted: To the transportation of colored passengers.

Certificate No. 782, Restricted, **Willie Young**, Frogmore, South Carolina, operating between Lands End and Parris Island, South Carolina, via Beaufort, over S. C. Highway No. 285 for 16 miles and S. C. Highway No. 281 for 7 miles, a total distance of 23 miles. Restricted: To the transportation of workers from Lands End, South Carolina, to their places of employment in Beaufort, Port Royal, Naval Hospital and Parris Island; and, Further Restricted: So as not to permit the picking up of any passengers on or along or within one mile of any regularly established bus line on trips going into the island, and Restricted: on return trips to only such passengers as were carried to their places of employment that day.

Class B

(Authorizing the transportation of passengers over regular route but not upon regular schedule)

Certificate No. 2A, **Gray Line of Charleston**, Charleston, South Carolina, operating between Charleston, S. C., and Belle Isle Gardens, S. C. via Harrietta Plantation, Hampton Plantation, over U. S. Highway No. 17 and County Highways.

Certificate No. 4A, **Gray Line of Charleston**, Charleston, South Carolina, operating between Charleston and Middleton Place Gardens, via Magnolia Gardens: From Francis Marion Hotel to Ashley River Bridge over City Street, 1.2 miles; thence over U. S. Highway No. 17 for .7 mile to its junction with State Highway No. 614; thence over No. 614 for 2.2 miles to its junction with State Highway No. 61; thence over No. 61 for 11.5 miles; a total distance of 15.6 miles.

Certificate No. 5A, **Gray Line of Charleston**, Charleston, South Carolina, operating on a circuitous route from Charleston, via Magnolia Gardens, Middleton Place Gardens, Summerville, and Cypress Gardens, to Charleston: From Francis Marion Hotel, 1.2 miles over city streets; .7 mile over

U. S. 17 to its junction with State Highway No. 614; 2.2 miles over No. 614 to its junction with State Highway No. 61; 21 miles over No. 61 to its junction with State Highway No. 64; 1.7 miles over No. 64 to its junction with U. S. Highway No. 78; 8.7 miles over No. 78 to its junction with U. S. Highway No. 52; 8.6 miles over U. S. 52 and 2.9 miles over unnumbered road to Cypress Gardens; returning to Charleston, over U. S. 52 for 24.2 miles and city streets for 2 miles; a total distance of 73.2 miles.

Certificate No. 6A, **Gray Line of Charleston**, Charleston, South Carolina, operating between Charleston and Cypress Gardens: From Francis Marion Hotel, 2 miles over city streets; 21.3 miles over U. S. Highway No. 52 and 2.9 miles over unnumbered highway; a total distance of 26.2 miles.

Class D

(Authorizing the transportation of freight over regular route upon regular schedule)

Certificate No. 95G, **Associated Transport, Inc.**, New York, New York, operating between Florence, S. C. and Darlington, S. C., via Marion, Mullins, Latta, Dillon, Little Rock, Clio, Bennettsville, Cheraw, Society Hill and Dovesville.

Certificate No. 96G, Restricted, **Associated Transport, Inc.**, New York, New York, operating between Charleston, S. C. and Florence, S. C., via Moncks Corner, Bonneau, St. Stephen, Kingstree, Cades, Lake City, Scranton, Cowards and Effingham, over U. S. Highway 52. Restricted: As to local service between St. Stephen and Charleston.

Certificate No. 97G, **Associated Transport, Inc.**, New York, New York, operating between Sumter, S. C. and Sumter, S. C. (LOOP), via Brogdon, Harvin, Manning, Kingstree, Greeleyville, Wilson Mills, Summerton and Paxville, S. C.

Certificate No. 99G, **Associated Transport, Inc.**, New York, New York, operating between Sumter, S. C. and Florence, S. C., via Bishopville, Lydia, Hartsville and Darlington, over U. S. Highway 15, State Highway 35, and U. S. Highway 52.

Certificate No. 102G, **Associated Transport, Inc.**, New York, New York, operating between Manning, S. C. and Effingham, S. C., via Turbeville and Olanta, S. C., over U. S. Highway 301.

Certificate No. 103G, **Associated Transport, Inc.**, New York, New York, operating between Sumter, S. C. and Lake City, S. C., via Turbeville and Olanta, S. C., via State Highway 54, U. S. Highway 301 and State Highway 341.

Certificate No. 156H, Restricted, **Associated Transport, Inc.**, New York, New York, operating between N.C.-S.C. State Line and Myrtle Beach, S. C., via Pageland, Mt. Croghan, Ruby, Chesterfield, Cheraw, Bennettsville, Clio, Little Rock, Dillon, Latta, Marion, Aynor and Conway. Alternate Route: From Cheraw to Marion via Society Hill, Darlington, and Florence. Restricted: To interstate commerce only between the N.C.-S.C. State Line and Cheraw, S. C., and Between Conway and Myrtle Beach, S. C.

Certificate No. 244G, **Associated Transport, Inc.**, New York, New York, operating between Mullins, S. C. and Dillon, S. C., via Lake View, over State Highways 57, 41 and 9.

Certificate No. *303, **Associated Transport, Inc.**, New York, New York, operating 1. From the S.C.-N.C. State Line (Asheville) to Whitmire, S. C., via Greenville, Laurens and Clinton, over U. S. Highways 25 and 276, and State Highway No. 72; 2. From the S.C.-N.C. State Line (Charlotte, N. C.) to the S.C.-Ga. State Line (Atlanta, Ga.), via Gaffney, Spartanburg, Greenville and Anderson, over U. S. Highway No. 29; Off Route Points: Iva and Honea Path; 3. From Greenville, S. C. to the S.C.-Ga. State Line (Atlanta, Ga.) over State Highway No. 13, via Easley and Seneca; 4. Between Clemson College and Anderson, S. C. over U. S. Highway No. 76; 5. From Greer, S. C. to the S.C.-N.C. State Line (Tryon, N. C.) over State Highway No. 14 and U. S. Highway No. 176; 6. From Laurens, S. C. to the S.C.-N.C. State Line (Cliffsides, N. C.), via Spartanburg and Chesnee, over U. S. Highways 221 and 221A; 7. From Gaffney, S. C. to the S.C.-N.C. State Line (Shelby, N. C.) over State Highway No. 18; 8. Between Whitmire and Spartanburg, S. C., via Union, Buffalo, and Pauline, and via Jonesville and Pacolet, over U. S. Highway 176 and State Highways 11 and 9; Off Route Point: Lockhart; 9. Between Great Falls and the intersection of State Highways 5 and 18, via Rock Hill, York and Blacksburg, over State Highway No. 5; 10. Between Great Falls and the S.C.-N.C. State Line (Charlotte, N. C.), over State Highway 97 and U. S. Highway 21; 11. Between Chester, S. C. and the S.C.-N.C. State Line (Gastonia, N. C.), via York and Clover, over U. S. Highway 321; 12. Between York, S. C. and the S.C.-N.C. State Line (Charlotte, N. C.), over State Highway No. 49; 13. Between Greer and Slater, S. C., over U. S. Highway 29, unnumbered county highway and U. S. Highway 276.

Certificate No. 414C, **Associated Transport, Inc.**, 1775 Broadway, New York, New York, operating between Sumter, S. C. and Florence, S. C., via Mayesville, Lynchburg, and Timmons ville, over U. S. Highway No. 76.

Certificate No. 358D, **Bell Lines, Inc.**, Charleston, West Virginia, operating between Charlotte, N. C., and Rock Hill, S. C., over U. S. Highway No. 21.

Certificate No. 425B, **Bell Lines, Inc.**, Charleston, West Virginia, operating between Rock Hill and Lancaster, South Carolina, via Chester, Richburg, and Fort Lawn; over U. S. Highway No. 21 for 20 miles and State Highway No. 9 for 29 miles, a total distance of 49 miles; and Between Clover and Great Falls, South Carolina, via York, Rock Hill, Leslie and Fort Lawn; over U. S. Highway No. 321 for 9 miles and State Highway No. 5 for 28 miles, a total distance of 37 miles; Alternate Route: Between Rock Hill and Great Falls, via Edgemoor, Lando and Richburg; over State Highway No. 901, 9 and 99 (S-13), a total distance of 28 miles.

Certificate No. 148B, **C. and P. Transportation Company**, Pageland, South Carolina, **FREIGHT, EXPRESS AND MAIL**: operating between Cheraw and Pageland, South Carolina, via Chesterfield, Ruby, and Mt. Croghan, over State Highway No. 9; Off Route Points: Thompsons, River's Siding, Tanners, McLeod's, Sellers and Nicholson's.

Certificate No. 101B, **Cotton States Motor Lines, Inc.**; Aiken, South Carolina (Operated by **R. C. Motor Lines** under temporary authority pending transfer by ICC), operating between Columbia, S. C. and the S.C.-Ga. State Line (Augusta, Ga.) via Edmund, Pelion, Wagener, Perry, Salley, Springfield and Aiken, over State Highways 215, 39, 4 and 215 and U. S. Highway No. 1.

Certificate No. 121A, Restricted, **Cotton States Motor Lines, Inc.**; Aiken, South Carolina (Operated by **R. C. Motor Lines** under temporary authority pending transfer by ICC), operating between Aiken, S. C. and Charleston, S. C., via Denmark, St. George and Summerville, over U. S. Highway No. 78; Alternate Route: From Denmark to Bamberg via Norway, Neeses, Orangeburg and Cope, over State Highways 5, 4 and 33; Alternate Route: From Elko to Blackville via Barnwell, over State Highways 37, 39 and 3. Restricted: So as not to permit intrastate service to or from the following points: Norway, Neeses, Branchville, Reevesville, St. George, Summerville and intermediate points and places between Branchville and Charleston.

Certificate No. *416A, Restricted, **Dance Freight Lines, Inc.**, 501 W. Front St., Cincinnati 2, Ohio, AS AUTHORIZED BY THE INTERSTATE COMMERCE COMMISSION, GENERAL COMMODITIES, EXCEPT THOSE OF UNUSUAL VALUE, AND EXCEPT DANGEROUS EXPLOSIVES, HOUSEHOLD GOODS, COMMODITIES IN BULK AND THOSE REQUIRING SPECIAL EQUIPMENT: Between Corbin, Kentucky and Columbia, South Carolina, over U. S. Highway No. 176 from Hendersonville, North Carolina, to Spartanburg, South Carolina, thence over U. S. Highway No. 221 to Laurens, South Carolina, thence over U. S. No. 76 to Columbia, South Carolina, and return over the same route; **UNRESTRICTED** off-route point: Greenville, South Carolina; **RESTRICTED** to the transportation of cotton piece goods: Bamberg, South Carolina.

Certificate No. 50C, **R. S. Ellis, Sr. and R. S. Ellis, Jr. d/b/a Due West Motor Line**, Due West, South Carolina, COMMODITIES IN GENERAL (EXCEPT PETROLEUM PRODUCTS IN BULK IN TANK TRUCKS, HIGH EXPLOSIVES AND OTHER DANGEROUS COMMODITIES, AND HOUSEHOLD GOODS AS DEFINED IN MOTOR FREIGHT TARIFF 8-A, S.C.P.S.C.-MF NO. 26): Between Due West and Donalds, South Carolina, over State Highway No. 20.

Certificate No. *92B, **ET&WNC Transportation Company**, Johnson City, Tennessee—IN INTERSTATE COMMERCE ONLY: Between Laurens, S. C., and S.C.-N.C. State Line (Johnson City, Tenn.), via Greenville, S. C. and Asheville, N. C. OFF-ROUTE POINTS: Great Falls, S. C., Slater, S. C., and Spartanburg, S. C.

Certificate No. *428, **ET&WNC Transportation Company**, Johnson City, Tennessee, REGULAR ROUTES — INTERSTATE COMMERCE ONLY AS AUTHORIZED BY I.C.C. CASE NO. MC-F-3989 **General Commodities**, except those of unusual value, and except dangerous explosives, household goods as defined in **Practices of Motor Common Carriers of Household Goods**, 17 M.C.C. 467, Commodities in bulk, and those

requiring special equipment, operating between Clemson College, S. C. and Williamston, S. C.: From Clemson College over U. S. Highway 76 to Belton, S. C., thence over S. C. Highway 20 to Williamston, and return over the same route. Between Greenville, S. C. and Westminster, S. C., as follows: From Greenville over S. C. Highway 13 to Westminster; and return from Westminster over S. C. Highway 183 to Walhalla, S. C., thence over S. C. Highway 28 to junction S. C. Highway 13, thence over S. C. Highway 13 to Liberty, S. C., thence over U. S. Highway 178 to Pickens, S. C., thence over S. C. Highway 8 to Easley, S. C., thence over S. C. Highway 13 to Greenville. Between Anderson, S. C. and Kings Mountain, N. C.: From Anderson over U. S. Highway 29 to Kings Mountain, and return over the same route. Between Union, S. C. and Mooresboro, N. C., as follows: From Union over U. S. Highway 176 to Tryon, N. C., thence over N. C. Highway 108 to Rutherfordton, N. C. thence over U. S. Highway 74 to Mooresboro; and return from Mooresboro over U. S. Highway 74 to junction N. C. Highway 120, thence over N. C. Highway 120 to junction U. S. Highway 221A, thence over U. S. 221A to Forest City, N. C., thence over U. S. Highway 74 to Rutherfordton, N. C., thence over N. C. Highway 108 to Tryon, N. C., thence over U. S. Highway 176 to Spartanburg, S. C., thence over S. C. Highway 9 to Jonesville, S. C., thence over S. C. Highway 11 to junction S. C. Highway 92, and thence over S. C. Highway 92 to Union. Between Laurens, S. C., and Kings Mountain, N. C.: From Laurens over U. S. Highway 221 to junction Alternate U. S. Highway 221, thence over Alternate U. S. 221 to junction N. C. Highway 120, thence over N. C. Highway 120 to junction U. S. Highway 74, thence over U. S. Highway 74 to Kings Mountain, and return over the same route. **General Commodities**, except those of unusual value, and except dangerous explosives, household goods as defined in **Practices of Motor Common Carriers of Household Goods**, 17 M.C.C. 467, livestock, commodities in bulk, and those requiring special equipment, Between Columbia, S. C., and Union, S. C.: From Columbia over S. C. Highway 215 to Union, and return over the same route. Service is authorized to and from all intermediate points and the off-route point of Honea Path, S. C., and those within five miles of Anderson and Union, S. C., and those within ten miles of Columbia, Greenville and Spartanburg, S. C. **NOTE:** This adoption notice does not have the effect of eliminating Kings Mountain, N. C., Laurens, Greenville and Columbia, S. C., and points and places within ten miles of Greenville and Columbia, as points served by J. W. Huckabee, doing business as Huckabee Transport Company, but has the effect of establishing service at said points by ET&WNC Transportation Company.

Certificate No. *391B, Restricted, **Harris Express, Inc.**, Charlotte, North Carolina—**COMMODITIES IN GENERAL, RESTRICTED TO INTERSTATE COMMERCE ONLY:** Between Greenville, S. C. and S.C.-N.C. State Line (Charlotte, N. C.), over U. S. Highway No. 29, **RESTRICTED TO INTERSTATE COMMERCE ONLY.**

Certificate No. 441, Restricted, **Charles Simmons, Sr. d/b/a Hilton Head Truck Line**, Hilton Head, South Carolina—**HOUSEHOLD GOODS, AND**

COMMODITIES IN GENERAL (EXCEPT PETROLEUM PRODUCTS IN BULK IN TANK TRUCKS, HIGH EXPLOSIVES, AND COMMODITIES REQUIRING SPECIAL EQUIPMENT TO LOAD AND UNLOAD): Between Hilton Head Island, S. C. and the Savannah River Bridge on U. S. Highway No. 17; via Bluffton and Levys ("Y"): over Highway S-7-44 for 1.8 miles to Jenkins Island Ferry, over Highway S-7-39 for 3.8 miles and State Highway No. 462 for 2 miles from Fording Island Ferry to Bluffton, and thence over State Highway No. 46 for 13 miles, and U. S. Highway No. 17 for 5 miles, a total distance of 25.6 miles; Retricted: So as not to permit the picking up or delivery of goods on or along U. S. Highway No. 17.

Certificate No. 76E, **Huckabee Transport Corp.**, P. O. Box 479, Columbia, South Carolina, operating between Columbia, S. C. and the S.C.-Ga. State Line (Augusta, Ga.) via Lexington, Leesville, Batesburg, Monetta, Ward, Johnston, Edgefield, over U. S. Highway No. 1, State Highways Nos. 23 and 39, and U. S. Highway No. 25.

Certificate No. 77F, **Huckabee Transport Corp.**, P. O. Box 479, Columbia, South Carolina, operating between Batesburg, S. C. and S.C.-Ga. State Line (Augusta, Ga.) via Aiken, Vauluse, Warrenville, Graniteville, Warrenville, Langley, Bath and Clearwater, S. C.: over U. S. Highway No. 1 from Batesburg to Warrenville, and over Aiken County Highway from Warrenville to Vauluse and return, thence over U. S. Highway No. 1 to Augusta.

Certificate No. 84G, **Huckabee Transport Corp.**, P. O. Box 479, Columbia, South Carolina, operating between Columbia, S. C. and S.C.-N.C. State Line (Charlotte, N. C.), via Winnsboro, Great Falls, Chester, York, Rock Hill and Fort Mill, and return via Fort Mill, Rock Hill, Chester and Winnsboro.

Certificate No. 93E, **Huckabee Transport Corp.**, P. O. Box 479, Columbia, South Carolina, operating between Columbia, S. C. and Sumter, S. C., via Dentsville, Pontiac, Blaney, Camden, Rembert and Dalzell, over U. S. Highways Nos. 1 and 521.

Certificate No. 94E, **Huckabee Transport Corp.**, P. O. Box 479, Columbia, South Carolina, operating between Columbia and Sumter, S. C., via U. S. Highway 76.

Certificate No. 98E, **Huckabee Transport Corp.**, P. O. Box 479, Columbia, South Carolina, operating between N.C.-S.C. State Line (Charlotte, N. C.) and Camden, S. C., via Lancaster, Heath Springs, Kershaw and Westville, S. C., over U. S. Highway No. 521.

Certificate No. 420B, **Huckabee Transport Corp.**, P. O. Box 479, Columbia, South Carolina, operating between Columbia and Charleston, S. C., via the intersection of U. S. Highway No. 21 and State Highway No. 6, St. Matthews, Elloree, Eutawville, Holly Hill, and the intersection of State Highway No. 31 and U. S. Highway No. 52; over U. S. Highways Nos. 21 and 52 and State Highways Nos. 6, 31 and 453; OFF ROUTE POINTS: Providence, and the S. C. State Highway Maintenance Shop on State Highway No. 31 northwest of Holly Hill.

Certificate No. 421B, **Huckabee Transport Corp.**, P. O. Box 479, Columbia, South Carolina, operating between Columbia and Charleston, S. C., via Swansea, North, Orangeburg, and Summerville, over State Highway No. 5, U. S. Highways Nos. 178, 78 and 52; OFF ROUTE POINTS: Branchville, Dorchester, Ridgeville and St. George.

Certificate No. *422A, **Johnson Motor Lines, Inc.**, Charlotte, North Carolina, operating between Greenville, S. C. and the S.C.-Ga. State Line (Atlanta, Ga.), over Irregular Routes: GENERAL COMMODITIES (EXCEPT DANGEROUS EXPLOSIVES, OTHER THAN SMALL ARMS AMMUNITION, AND EXCEPT HOUSEHOLD GOODS AS DEFINED IN PRACTICE OF MOTOR COMMON CARRIERS OF HOUSEHOLD GOODS, 17 M.C.C. 467, COMMODITIES IN BULK, COMMODITIES REQUIRING SPECIAL EQUIPMENT, AND THOSE INJURIOUS OR CONTAMINATING TO OTHER LADING. (See Dockets Nos. MC-43608 and MC-F-3844).

Certificate No. *436A, **Johnson Motor Lines, Inc.**, Charlotte, North Carolina, operating between the N.C.-S.C. State Line (Asheville, N. C.) and the N.C.-S.C. State Line (Tryon, N. C.) via Travelers Rest, Greenville, Greer, Lyman, Inman and Landrum; over U. S. Highway No. 25 for 30 miles, U. S. Highway No. 29 for 21 miles, S. C. Highway No. 292 for 7 miles, and U. S. Highway 176 for 14 miles, total distance 72 miles; and Between the S.C.-N.C. State Line (High Point, N. C.), and the S.C.-Ga. State Line (Atlanta, Ga.), via Blacksburg, Gaffney, Spartanburg, Lyman, Greer, Greenville, Piedmont, Williamston and Anderson; over U. S. Highway No. 29, a distance of 116 miles; and, between Greenville, S. C. and the S.C.-Ga. State Line, over U. S. Highway No. 123, a distance of 57 miles, via Easley, Liberty, Clemson, Seneca and Westminster, S. C.; and, Between the N.C.-S.C. State Line (High Point, N. C.) and the S.C.-Ga. State Line (Augusta, Ga.) via Rock Hill, Chester, Whitmire, Newberry, Saluda, Johnston and Aiken; over U. S. Highway No. 21 for 14 miles, S. C. Highway No. 72 for 50 miles, S. C. Highway No. 19 for 76 miles, and U. S. Highway No. 1 for 16 miles, a total distance of 156 miles; and, between the intersection of U. S. Highway No. 25 and S. C. Highway No. 19 and the S.C.-Ga. State Line (Augusta, Ga.), over U. S. Highway No. 25, a distance of 20 miles.

Certificate No. *393C, **McLean Trucking Company**, Winston-Salem, North Carolina, COMMODITIES IN GENERAL, WITH THE USUAL EXCEPTIONS AND RESTRICTED TO INTERSTATE COMMERCE ONLY, AS AUTHORIZED IN I.C.C. DOCKET NO. MC52784: Between the S.C.-N.C. State Line (High Point, N. C.) and the S.C.-Ga. State Line (Atlanta, Ga.) over U. S. Highway No. 29; Between the S.C.-N.C. State Line (High Point, N. C.) and Charleston, S. C., over U. S. Highways 21, 178 and 78; and Between Greenville, S. C. and the S.C.-N.C. State Line (Asheville, N. C.) over U. S. Highway No. 25.

Certificate No. 26C, **Miller Motor Express, Inc.**, Charlotte, North Carolina, operating between Chester, S. C., and the S.C.-N.C. Line (Charlotte, N. C.) via Rock Hill, S. C., over U. S. Highway No. 21.

Certificate No. *58B, **Miller Motor Express, Inc.**, Charlotte, North Carolina, operating between S.C.-N.C. Line (Charlotte) and S.C.-Ga. Line (Atlanta) via Spartanburg, Greenville and Anderson, South Carolina, over U. S. Highway No. 29.

Certificate No. 45D, **Nilson Motor Express**, Charleston, South Carolina, operating between St. Stephen and Charleston, South Carolina, via Moncks Corner, South Carolina.

Certificate No. 64E, **Nilson Motor Express**, Charleston, South Carolina, COMMODITIES IN GENERAL (EXCEPT PETROLEUM PRODUCTS IN BULK IN TANK TRUCKS, HIGH EXPLOSIVES AND OTHER DANGEROUS COMMODITIES, AND HOUSEHOLD GOODS AS DEFINED IN MOTOR FREIGHT TARIFF 8-A, S.C.P.S.C.-MF NO. 26): Between Charleston, S. C. and Conway, S. C., via Awendaw, McClellanville, Santee, Georgetown, Plantersville and Buckport and return from Conway to Charleston via Myrtle Beach, Murrells Inlet, Waverly Mills and Socastee.

Certificate No. 90C, **Nilson Motor Express**, Charleston, South Carolina, COMMODITIES IN GENERAL (EXCEPT PETROLEUM PRODUCTS IN BULK IN TANK TRUCKS, HIGH EXPLOSIVES AND OTHER DANGEROUS COMMODITIES, AND HOUSEHOLD GOODS AS DEFINED IN MOTOR FREIGHT TARIFF 8-A, S.C.P.S.C.-MF NO. 26): Between Georgetown, S. C. and Kingstree, S. C., via Andrews over U. S. Highway No. 521.

Certificate No. 75H, **Overnite Transportation Company**, Richmond, Virginia, operating between Columbia and Newberry, South Carolina, over U. S. Highway No. 76.

Certificate No. 87B, **Overnite Transportation Company**, Richmond, Virginia, operating between Greenwood, South Carolina, and Greenville, South Carolina, via Hodges and Ware Shoals, over U. S. Highway No. 25.

Certificate No. 116A, **Overnite Transportation Company**, Richmond, Virginia, operating between Greenwood, South Carolina, and the South Carolina-Georgia State Line, via Abbeville and Calhoun Falls, South Carolina, over State Highway No. 7.

Certificate No. 117A, **Overnite Transportation Company**, Richmond, Virginia, operating between Greenwood, South Carolina, and Greenwood, South Carolina, via Laurens and Clinton, South Carolina, over State Highway No. 221, U. S. Highway No. 76 and State Highway No. 7. Restricted: Against doing local business between Laurens and Clinton and intermediate points and Newberry, South Carolina.

Certificate No. 118B, **Overnite Transportation Company**, Richmond, Virginia, operating between Greenwood and Saluda, South Carolina, over State Highways 22 and 39, via Ninety-Six; Off Route Points: Johnston and Edgefield.

Certificate No. 127B, Restricted, **Overnite Transportation Company**, Richmond, Virginia, operating between Belton and Williamston, S. C., over State Highway No. 20. Between Greenwood and Anderson, S. C., and all intermediate points and places, via Hodges, Donalds, Honea Path and

Belton, S. C., over U. S. Highways 178 and 76; Off Route Point: McCormick, S. C. Restricted: So as not to permit local service between Anderson and Belton, S. C.

Certificate No. 407B, **Overnite Transportation Company**, Richmond, Virginia, operating between Greenville and Clinton, South Carolina, via Laurens, and all other intermediate points, over U. S. Highways Nos. 76 and 276; Off Route Point: Goldville; Between Greenville and Anderson, South Carolina, via Piedmont and Pelzer, and all other intermediate points, over U. S. Highways Nos. 29 and 178; and Between Greenville and Spartanburg, South Carolina, via Greer and Lyman, and all other intermediate points, over U. S. Highway No. 29. Off Route Points: Clevedale, Tucapau and Wellford, South Carolina.

Certificate No. 409B, **Overnite Transportation Company**, Richmond, Virginia, operating between Greenville and Seneca, South Carolina, via Easley, Liberty and Clemson College, over State Highway No. 13, a distance of 41 miles; Off Route Points: Courtney, La France, Newry, Pendleton, Pickens, Walhalla, and Westminster.

Certificate No. 412D, **Overnite Transportation Company**, Richmond, Virginia, operating between Columbia and Spartanburg, South Carolina, via Union and Jonesville, over State Highways Nos. 215, 11, and 9.

Certificate No. 417A, **Overnite Transportation Company**, Richmond, Virginia, operating between McCormick, S. C. and the Clark's Hill Dam site, over State Highway No. 28, a distance of approximately 22 miles.

Certificate No. 111C, **Packet Motor Express, Inc.**, Charleston, South Carolina, COMMODITIES IN GENERAL (EXCEPT PETROLEUM PRODUCTS IN BULK IN TANK TRUCKS, HIGH EXPLOSIVES AND OTHER DANGEROUS COMMODITIES, AND HOUSEHOLD GOODS AS DEFINED IN MOTOR FREIGHT TARIFF 8-A, S.C.P.S.C.-MF NO. 26, AND REVISIONS THERETO): Between Charleston and Conway, S. C., via McClellanville, Georgetown, Plantersville, Socastee, Myrtle Beach, Murrells Inlet and Georgetown; over U. S. Highways Nos. 17, 701 and 501, State Highways 544 and 707, and U. S. Highway No. 17.

Certificate No. 112D, Restricted, **Packet Motor Express, Inc.**, Charleston, South Carolina, MOTION PICTURE FILMS AND MATERIALS, SUPPLIES, AND EQUIPMENT USED OR USEFUL IN A MOTION PICTURE THEATRE, NEWSPAPERS, MAGAZINES, PERIODICALS AND OTHER PUBLICATIONS; AND, COMMODITIES IN GENERAL (EXCEPT THOSE OF UNUSUAL VALUE, THOSE REQUIRING SPECIAL EQUIPMENT, AND THOSE INJURIOUS OR CONTAMINATING TO OTHER LADING, HIGH EXPLOSIVES, COMMODITIES IN BULK, AND HOUSEHOLD GOODS AS DEFINED IN MOTOR FREIGHT TARIFF 8-A, S.C.P.S.C.-MF NO. 26, AND REVISIONS THERETO) IN PACKAGES NOT EXCEEDING FIVE HUNDRED (500) POUNDS IN WEIGHT ONLY: Between Charleston and Florence, South Carolina, via Summerville, Holly Hill, Parler, Summerton, Manning, Turbeville and Olanta, and return via Coward, Lake City, Kingstree, St. Stephen, Moncks Corner and Sum-

merville; over U. S. Highways Nos. 78, 17A, 176 and 15, State Highway No. 6, and U. S. Highways Nos. 301, 52, 17A, 78 and 17A, a distance of approximately 246 miles; OFF ROUTE POINTS: Greeleyville, Lanes and Salters, S. C.; and, OFF ROUTE POINTS: Hemingway and Johnsonville, S. C., Restricted: To the transportation of newspapers on Sunday mornings only.

Certificate No. 113C, Restricted, **Packet Motor Express, Inc.**, Charleston, S. C., operating between Charleston, S. C. and Florence, S. C., via Mt. Holly, Moncks Corner, St. Stephen, Kingstree, Lake City and Effingham, and return via Effingham, Olanta, New Zion, Alcolu, Manning, Greeleyville, St. Stephen and Moncks Corner, over State Highways 94 and 261, and U. S. Highways 52, 301 and 521. Restricted, so as to authorize the transportation of motion picture films and materials, supplies, and equipment used or useful in a motion picture theatre, newspapers, magazines, periodicals, and other publications, and commodities generally, except those of unusual value, and except high explosives, household goods (when transported as a separate and distinct service in connection with so-called "household movings") commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other loading, in packages not exceeding five hundred (500) pounds in weight only.

Certificate No. 72C, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between Columbia, S. C. and S.C.-Ga. State Line (Augusta, Ga.), via Lexington, Batesburg and Aiken, and via Lexington, Batesburg, Ridge Springs, Ward and Trenton, over U. S. Highway No. 1 and over U. S. Highways Nos. 1 and 25, and State Highways 19, 23 and 39. Return or Alternate Route: From Columbia to Aiken, via Perry, Salley, and Springfield, over S. C. Highway No. 215, a distance of 28.4 miles to its junction with State Road S-2-237, over S-2-237 for 4.2 miles to its junction with S. C. Highway No. 39, thence over S. C. Highway No. 39, a distance of 9.5 miles to its junction with S. C. Highway No. 4, over S. C. Highway No. 4 for 13 miles to its junction with S. C. Highway No. 215, over S. C. Highway 215 a distance of 15 miles to its junction with U. S. Highway No. 1, at Aiken, S. C. (The following amendment authorized by Order No. 11124, dated September 30, 1959, to become effective February 17, 1960) Between Augusta, Georgia and Monetta, South Carolina, via Edgefield, S. C., over U. S. Highway No. 25 for 26.7 miles, and over S. C. Highway No. 23 for 19.6 miles, a total distance of 46.3 miles. Restricted in accordance with the application, to the handling of the Company's own business between Columbia and Augusta, and Intermediate Points, and, in accordance with the application, restricted against pick-up and delivery except at Express Company stations within the State of South Carolina.

Certificate No. 418, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between the N.C.-S.C. State Line (Gastonia, N. C.) and Chester, S. C., via Clover, York and Lowrys, S. C., over U. S. Highway No. 321, a distance of 37 miles; Restricted, in accordance with the application, to the handling of the company's own business between Gastonia and Chester, and intermediate points, and, in accordance

with the application, Restricted against pick-up and delivery except at express company stations within the State of South Carolina.

Certificate No. *423, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between Columbia and Sumter over U. S. Highway No. 76, with authority to serve Eastover and Wedgefield, S. C. as off-route points, operating over State Highways 764 and 263 with respect to Eastover and over State Highways 763 and 261 with respect to Wedgefield.

Certificate No. 429, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating from Columbia to Sumter, South Carolina, over U. S. Highway No. 76, a distance of 44 miles; and return from Sumter to Columbia via Wedgefield and Eastover, over State Highway No. 763 from Sumter to Wedgefield, 11 miles; from Wedgefield over State Highway No. 261 to its junction with U. S. Highway 76, 4 miles; over U. S. 76 to its junction with State Highway No. 263, 8 miles; over State Highway No. 263 to Eastover, 5 miles; from Eastover over State Highway No. 764 to its junction with U. S. Highway No. 76, 7 miles; thence over U. S. 76 to Columbia, 17 miles; a total distance of 96 miles. Restricted, in accordance with the application, to the handling of the Company's own business between Columbia and Sumter, over the route described herein; and, Restricted, in accordance with the application, against pick-up and delivery except at express company stations.

Certificate No. 430, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between Aiken, South Carolina (Augusta, Georgia) and Branchville, South Carolina, via Williston, Blackville, Denmark and Bamberg, over U. S. Highway No. 78, a distance of 62 miles. Restricted: In accordance with the application, to the handling of the Company's own business over this route; and, Restricted: In accordance with the application against pick-up and delivery except at express company stations.

Certificate No. 431, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between Greenville and Anderson, South Carolina, over U. S. Highway 29 for 34.3 miles. Restricted: In accordance with the application, to the handling of the Company's own business over this route; and, Restricted: In accordance with the application against pick-up and delivery except at express company stations.

Certificate No. 434B, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between Florence, South Carolina, and Bishopville, South Carolina, via Darlington and Hartsville; over U. S. Highway No. 52, State Highways Nos. 151 and 151A, and U. S. Highway No. 15. Restricted: In accordance with the application, to the handling of the Company's own business over this route; and, Restricted: In accordance with the application, against pick-up and delivery except at express company stations.

Certificate No. 435, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between Chester, South Carolina, and Kershaw, South Carolina, via Richburg, Fort Lawn, Lancaster and Heath Springs; over State Highway No. 9 for 30 miles and U. S. Highway No.

521 for 18 miles, a total distance of 48 miles. Restricted: In accordance with the application, to the handling of the Company's own business over this route; and, Restricted: In accordance with the application against pick-up and delivery except at express company stations.

Certificate No. 438C, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between Columbia, S. C. and North Carolina-South Carolina State Line (Asheville, N. C.), via Irmo, Chapin, Prosperity, Newberry, Joanna, Clinton, Laurens, Gray Court, Fountain Inn, Simpsonville, Greenville, and Travelers Rest, S. C.; over U. S. Highway No. 76 for 12.2 miles to its junction with State Highway No. 60, over State Highway No. 60 for 2.7 miles to its junction with State Highway No. 62, over State Highway No. 62 for 1.9 miles to its junction with U. S. Highway No. 76, over U. S. No. 76 for 65 miles to its connection with U. S. Highway No. 276, over U. S. Highway 276 for 16 miles to its junction with State Highway No. 14, over State Highway No. 14 for 9 miles to its junction with U. S. Highway No. 276 connection, over U. S. Highway No. 276 connection for 2 miles to its junction with U. S. Highway No. 276, over U. S. No. 276 for 9 miles to its junction with U. S. Highway No. 25 for 29 miles to N.C.-S.C. State Line, a total distance of 146.8 miles. Alternate Route: Between Columbia and Greenville, S. C., over Interstate Highway No. 126 for 4 miles to its junction with Interstate Highway No. 26, thence over Interstate Highway No. 26 for 57 miles to its junction with U. S. Highway 276; thence over U. S. Highway No. 276 for 36 miles to Greenville, a total distance of 97 miles, serving no intermediate points between Columbia and Greenville, S. C. Restricted: In accordance with the application to the handling of the Company's own business over this route; and, Restricted: In accordance with the application against pick-up and delivery except at express company stations.

Certificate No. 442A, Restricted, **Railway Express Agency, Incorporated** New York, New York, operating from Augusta, Georgia, over Georgia Highway No. 28, across Savannah River; thence over South Carolina Highway No. 28 to Junction South Carolina Highway No. 125; thence over Highway No. 125 to Jackson, South Carolina; thence from Jackson, South Carolina, over Secondary Highway No. 2-62 to intersection with South Carolina Highway No. 28; thence over South Carolina Highway No. 28 to Yemassee, South Carolina; thence over South Carolina Secondary Highway No. 7-3 for approximately one-half mile to junction Secondary Highway No. 7-21; thence over Secondary Highway No. 7-21 to intersection with U. S. Highway No. 21 at Gardens Corner, South Carolina; thence over U. S. Highway No. 21 to Beaufort, South Carolina; and return over the same routes, serving the intermediate points of Jackson, Allendale, Fairfax, Brunson, Hampton, Varnville, Early Branch, Yemassee, Lobeco, and Burton, South Carolina. Restricted, in accordance with the application, to the handling of the Company's own business over this route; and, Restricted: In accordance with the application against pick-up and delivery except at express company stations.

Certificate No. 443, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between Florence, South Carolina and

Myrtle Beach, South Carolina, via Marion and Conway; over U. S. Highways 76 and 301 for 14 miles, U. S. Highway 76 for 8 miles and U. S. Highway 501 for 17 miles, a total distance of 69 miles. Restricted: In accordance with the application, to the handling of the Company's own business over this route; and, Restricted: In accordance with the application against pick-up and delivery except at express company stations.

Certificate No. 444, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between Spartanburg, S. C. and Chesnee, S. C., over U. S. Highway No. 221; a total distance of 16 miles. Restricted: In accordance with the application, to the handling of the Company's own business over this route; and Restricted: In accordance with the application against pick-up and delivery except at express company stations.

Certificate No. 445, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between Greenville, S. C. and Pickens, S. C., over State Highway No. 183, a distance of 21 miles. Restricted: In accordance with the application, to the handling of the Company's own business over this route; and, Restricted: In accordance with the application against pick-up and delivery except at express company stations.

Certificate No. 447, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between Seneca and Walhalla, S. C., over U. S. Highway No. 76 for 1.8 miles and S. C. Highway No. 28 for 7.7 miles, a total distance of 9.5 miles; Restricted: In accordance with the application, to the handling of the Company's own business over this route; and Restricted: In accordance with application, against pickup and delivery except at express company stations.

Certificate No. 448, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between Greenville and Anderson, S. C., over S. C. Highway No. 81 for 13.8 miles, S. C. Highway No. 88 for 15.2 miles and U. S. Highway No. 76 for 14 miles, a total distance of 43 miles; Restricted: In accordance with the application, to the handling of the Company's own business over this route; and, Restricted: In accordance with the application, against pick-up and delivery except at express company stations.

Certificate No. 449, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between Walterboro, S. C. and Yemassee, S. C., over U. S. Highway No. 17A, a distance of 21.1 miles. Restricted: In accordance with the application, to the handling of the Company's own business over this route; and, Restricted: In accordance with the application, against pick-up and delivery except at express company stations.

Certificate No. 450, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between Florence, South Carolina and Conway, South Carolina, via Pamplico; over State Highway No. 51 for 31 miles, and U. S. Highway No. 378 for 26 miles, a total distance of 57 miles. Restricted: In accordance with the application to the handling of the Company's own business over this route; and, Restricted: In accordance with the application against pick-up and delivery except at express company stations.

Certificate No. 451A, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating between Greenville, South Carolina and

Pomaria, South Carolina via Piedmont, Pelzer, Williamston, Belton, Honea Path, Donalds, Hodges, Greenwood, Ninety Six, Chappells and Newberry; over streets of Greenville for 4 miles, S. C. Highway No. 5 for one mile, S. C. Highway No. 20 for 21 miles, U. S. Highway No. 178 for 32 miles, streets of Greenwood for 2 miles and S. C. Highway No. 34 for 38 miles, streets of Newberry for 2 miles, S. C. Highway No. 219 for 9 miles, U. S. Highway 176 for 2 miles, a total distance of 113 miles. Alternate Route: From Honea Path, South Carolina to the intersection of U. S. Highways 25 and 178, via Ware Shoals; over S. C. Highway No. 252 for 9 miles and U. S. Highway No. 25 for 8 miles; and also, from Ware Shoals to the intersection of S. C. Highway No. 420 and U. S. Highway No. 178; over S. C. Highway No. 420, a distance of five miles. Restricted: In accordance with the application to the handling of the Company's own business over these routes; and, Restricted: In accordance with the application against pick-up and delivery except at express company stations.

Certificate No. 452, Restricted, **Railway Express Agency, Incorporated**, New York, New York, operating from Orangeburg, S. C. to Orangeburg, S. C. (loop) via Cameron, Elloree, Eutawville and Holly Hill, over S. C. Highway No. 33 for 14 miles, S. C. Highway No. 6 for 24 miles, S. C. Highway No. 453 for 7 miles, U. S. Highway No. 176 for 15 miles, and U. S. Highway No. 301 for 14 miles, a total distance of 74 miles. Restricted: In accordance with the application to the handling of the Company's own business over this route; and, Restricted: In accordance with the application against pick-up and delivery except at express company stations.

Certificate No. 21F, **R. C. Motor Lines, Inc.**, 2504 Laura Street, Jacksonville, Fla., operating between Charleston, S. C. and the S.C.-Ga. State Line (Savannah, Ga.) via Walterboro, S. C., over U. S. Highway No. 17.

Certificate No. 35E, **R. C. Motor Lines, Inc.**, 2504 Laura Street, Jacksonville, Fla., operating between Walterboro, S. C. and Charleston, S. C. over U. S. Highway No. 17.

Certificate No. 39E, **R. C. Motor Lines, Inc.**, 2504 Laura Street, Jacksonville, Fla., operating between Walterboro, S. C. and the S.C.-Ga. State Line (Savannah, Ga.) via Yemassee, Pocotaligo, Ridgeland, Switzerland, and Hardeeville, S. C., over U. S. Highway No. 17.

Certificate No. 101B, **R. C. Motor Lines, Inc.**, 2504 Laura Street, Jacksonville, Fla. (See Cotton States Motor Lines, Inc.), operating between Columbia, S. C. and the S.C.-Ga. State Line (Augusta, Ga.) via Edmund, Pelion, Wagener, Perry, Salley, Springfield and Aiken, over State Highways 215, 39, 4 and 215 and U. S. Highway No. 1.

Certificate No. *108B, **R. C. Motor Lines, Inc.**, 2504 Laura Street, Jacksonville, Fla., operating between Tillman, S. C. and the S.C.-Ga. State Line (Savannah) via Ridgeland and Hardeeville, S. C. over State Highway 336 and U. S. Highway 17. (Interstate Service Only.)

Certificate No. *109B, **R. C. Motor Lines, Inc.**, 2504 Laura Street, Jacksonville, Fla., operating between Estill, S. C. and the S.C.-Ga. State Line (Savannah), via Garnett, Tillman and Hardeeville, over State Highway 5 and U. S. Highway 17. (Interstate Only.)

Certificate No. 121A, Restricted, **R. C. Motor Lines, Inc.**, 2504 Laura Street, Jacksonville, Fla. (See Cotton States Motor Lines, Inc.), operating between Aiken, S. C. and Charleston S. C. via Denmark, St. George and Summerville, over U. S. Highway No. 78; Alternate Route: From Denmark to Bamberg via Norway, Neeses, Orangeburg and Cope, over State Highways 5, 4 and 33; Alternate Route: From Elko to Blackville via Barnwell, over State Highways 37, 39 and 3. Restricted: So as not to permit intrastate service to or from the following points; Norway, Neeses, Branchville, Reevesville, St. George, Summerville and intermediate points and places between Branchville and Charleston.

Certificate No. 123D, Restricted, **R. C. Motor Lines, Inc.**, 2504 Laura Street, Jacksonville, Fla., operating between Walterboro, S. C. and Columbia, S. C., via Ehrhardt, Bamberg, Blackville, Bamberg and Orangeburg, over S. C. Highways 64, 36, and 33, and U. S. Highways 78 and 21; via Bells Cross Roads, Branchville and Orangeburg, over State Highway 64 and U. S. Highway 21; and, via Ehrhardt, Bamberg, Denmark, North and Swansea, over S. C. Highways 5, 36 and 64, and U. S. Highway 78; Off Route Points: Cope, St. Matthews, St. George, Grover and Williams. Restricted: So as not to permit intrastate service to or from Denmark, Blackville, Norway, Neeses, North, Woodford, Swansea and Gaston, and all other intermediate points and places between Denmark and Columbia, South Carolina.

Certificate No. 124D, Restricted, **R. C. Motor Lines, Inc.**, 2504 Laura Street, Jacksonville, Fla. operating between Walterboro, S. C. and S.C.-Ga. State Line (Augusta, Ga.) via Yemassee, Allendale, Barnwell, Blackville and Aiken, over U. S. Highway 17, State Highways 28 and 3, and U. S. Highway 78; and return via Allendale, Fairfax, Hampton and Yemassee, over State Highway 28 and U. S. Highway 17; Alternate Return Route: via Ellenton, Barnwell, Olar and Ehrhardt, over State Highways 28 and 64; Off Route Points: Crockettville, Miley, Sycamore, Ulmers, Graniteville, Vaucluse and North Augusta. Restricted: So as not to permit intrastate service to or from Blackville, Elko, Williston, Windsor, Montmorenci, Olar, Ulmers and Sycamore.

Certificate No. A146C, **R. C. Motor Lines, Inc.**, 2504 Laura Street, Jacksonville, Fla., operating between Yemassee, S. C. and Parris Island, S. C., via Sheldon, Gardens Corner, Lobeco, Burton, Beaufort and Port Royal, over U. S. Highway 21 and State Highway No. 281.

Certificate No. 147A, **R. C. Motor Lines, Inc.**, 2504 Laura Street, Jacksonville, Fla., operating between Allendale, S. C. and the S.C.-Ga. State Line (Savannah), via Fairfax, Hampton, Estill, Garnett, Tillman, Ridgeland and Hardeeville; over S. C. Highways 28, 36, 631, 5 and 336, and U. S. Highway 17; Alternate Route: Between Fairfax and Estill, S. C., over State Highway No. 5.

Certificate No. 419, **R. C. Motor Lines, Inc.**, 2504 Laura Street, Jacksonville, Fla., operating between Columbia and Sumter, S. C., over U. S. Highway No. 76, a distance of 44 miles, with CLOSED DOORS at all intermediate points between termini.

Certificate No. 440, Restricted, **R. C. Motor Lines, Inc.**, 2504 Laura Street, Jacksonville, Fla., operating between Orangeburg, S. C. and Greenville, S. C., via North, Pelion, Batesburg, Saluda, Chappells, Cross Hill, Laurens, Gray Court, Fountain Inn, Simpsonville, and Mauldin; Over U. S. Highway No. 178 for 70 miles, U. S. Highway No. 221, for 33 miles, State Highway No. 39 for 8 miles, and U. S. Highway No. 276 for 36 miles, a total distance of 147 miles; and, Between Bamberg, S. C. and Aiken, S. C., via Denmark, Blackville, Elko, Williston, Windsor and Montmorenci; over U. S. Highway No. 78, a distance of 47 miles. Restricted: So as not to permit the handling of local traffic between Greenville, S. C. and Laurens, S. C. and intermediate points; and, so as not to permit the handling of local traffic from Greenville, S. C. to Saluda, S. C. and from Saluda, S. C. to Greenville, S. C.

Certificate No. 46B, **W. M. Reeves**, Ridgeville, South Carolina, **MILK AND OTHER DAIRY PRODUCTS AND SUPPLIES**: Between Reevesville and Charleston, via St. George, Rosinville and Ridgeville, over U. S. 78 for 5 miles, U. S. 15 for 6 miles, U. S. 178 for 13 miles, U. S. 78 and 178 for 3 miles, State Highway No. 27 for 2 miles, U. S. 78 for 32 miles, a total distance of 61 miles.

Certificate No. *167B, **Roadway Express, Inc.**, Akron, Ohio, **GENERAL COMMODITIES**: Between the S.C.-N.C. State Line (Charlotte, N. C. and New York City) and the S.C.-Ga. State Line (Atlanta, Ga.), over U. S. Highway No. 29; and, Between the S.C.-N.C. State Line (Charlotte, N. C.) and Columbia, S. C., over U. S. Highway No. 21. All as authorized by the Interstate Commerce Commission under Docket No. MC-2202.

Certificate No. *362C, **Ryder Truck Lines, Inc.**, P. O. Box 2408, Jacksonville, Florida, **IN INTERSTATE COMMERCE ONLY: GENERAL COMMODITIES**, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment, over regular routes, Between the N.C.-S.C. State Line and the S.C.-Ga. State Line, over U. S. Highway No. 29: Between Greenville, S. C. and the S.C.-Ga. State Line, over S. C. Highway No. 13; All intermediate points on the above specified several routes, and the off-route points of Belton, Clifton, Pendleton, and Pickens, S. C., and points and places within one mile of these routes, and all textile mills located within five miles of these routes in South Carolina; and, Between Spartanburg, S. C. and Camp Croft, S. C., over State Highway 9, no intermediate points; and, Between Greenville, S. C. and the S.C.-N.C. State Line (Hendersonville, N. C.), over U. S. Highway No. 25, and all intermediate points.

Certificate No. 126C, Restricted, **Saluda Motor Lines, Inc.**, Saluda, South Carolina, operating between Saluda and Ward, South Carolina, over State Highways No. 19 and 193: Restricted: So as to authorize only the coordinated rail-truck service on joint through rates.

Certificate No. 105B, Restricted, **Seaboard Air Line Railroad Company**, Norfolk, Virginia, operating between N.C.-S.C. State Line (Hamlet, N. C.) and Columbia, S. C., via Kollock, Cheraw, Patrick, McBee, Bethune, Cam-

den, and Blaney, S. C., over State Highways 77 and 9, and U. S. Highway No. 1. Restricted: In accordance with the application, to the handling of the company's own business between the North Carolina-South Carolina State Line (Hamlet, North Carolina) and Columbia, South Carolina, and intermediate points, and against pick-up and delivery service except at company stations within the State of South Carolina. (Suspended through December 31, 1964)

Certificate No. 106A, Restricted, **Seaboard Air Line Railroad Company**, Norfolk, Virginia, operating between Greenwood, S. C. and Great Falls, S. C., via Cross Hill, Mountville, Clinton, Renno, Whitmire, Carlisle, and Leeds, over State Highways Nos. 72 and 97. Restricted: In accordance with the application, to the handling of the Company's own business between Greenwood and Great Falls, and intermediate points, and against pickup and delivery service except at the Company's stations along this route. (Suspended through December 31, 1964)

Certificate No. 426A, **Seaboard Air Line Railroad Company**, Richmond, Virginia, operating between Andrews and Georgetown, South Carolina, over U. S. Highway No. 521, a distance of 17 miles. Alternate Route: Between the junction of U. S. Highways 521 and 17A, and junction of U. S. Highway 17A and South Carolina Highway 41, over U. S. Highway 17A, a distance of 13 miles. Restricted: So as not to permit the picking up or discharging of freight except at railroad stations of Seaboard Air Line Railroad Company at Andrews, Graves and Georgetown, South Carolina. (Suspended through December 31, 1964)

Certificate No. 446A, Restricted, **Seaboard Air Line Railway Company**, Richmond, Virginia, operating between the N.C.-S.C. State Line (Hamlet, N. C. and Andrews, S. C., via McColl, Clío, Little Rock, Dillon, Floydale, Mullins, Rains, Centenary, Gresham, Poston, Johnsonville and Hemingway; over State Highways No. 381 for 13 miles, No. 9 for 17 miles, No. 57 for 11 miles, No. 41 for 15 miles, Secondary 34-32 for 1.2 miles, No. 41-A for 1.1 miles, No. 41 for 6.5 miles, Secondary 34-9 for 1.4 miles, No. 41 for 10.2 miles, Secondary 21-44 for 1.5 miles and No. 41 for 38.5 miles; a total distance of 116 miles. Off Route: From the junction of State Highway No. 41 and Secondary Highway S-45-121 to Nesmith, over S-45-121 for 5.6 miles and S-45-46 for 1.4 miles; and from Nesmith to junction of S-45-29 and State No. 41, over S-45-29 for 6.5 miles; total distance 13.5 miles. Alternate Route McColl to Laurinburg, N. C.: From McColl to the S.C.-N.C. State Line over U. S. Highway No. 15; distance 1.8 miles. Between Andrews and Charleston, South Carolina, via Jamestown, over S. C. Highway 41, a distance of 47 miles, and over U. S. Highway 17, a distance of 11 miles; total distance 58 miles. Alternate Route: Between the junction of U. S. Highway 17 and South Carolina Highway 41 and Georgetown, S. C., over U. S. Highway 17 to Georgetown, a distance of 49 miles. Restricted: In accordance with the application, to the handling of the company's own business between the North Carolina-South Carolina State Line (Hamlet, North Carolina) and Charleston, South Carolina, and intermediate points, and against pick-up and delivery service except at Company stations within the State of South Carolina. (Suspended through December 31, 1964)

Certificate No. 432C, Restricted, **The Seacoast Transportation Company**, Jacksonville, Florida, operating:

1. Between Charleston and Charleston, S. C. (loop) over the following route: From Charleston to Johns Island, 10.4 miles over highways S-10-34, S-10-29, U. S. 17 and S-10-20; to Ravenel, 10 miles over Highways S-10-20, U. S. 17 and S. C. 165; from Ravenel to Meggetts and return to Meggetts, 8 miles over State Highway No. 165; to Jacksonboro, 16 miles over highways S. C. 165, U. S. 17 and S-15-30; to Green Pond, 10 miles over highways S-15-30, U. S. 17 and S. C. 303; to Walterboro, 14 miles over highways S. C. 303, S-15-76 and S-15-36; to Ruffin, 14 miles over highways S-15-36, S. C. 64 and U. S. 21; to Williams, 6 miles over highways U. S. 21, S. C. 64 and S. C. 362; to Ehrhardt, 16 miles over highways S. C. 362, and S. C. 64; to Walterboro, 26 miles over highways S. C. 64 and S-15-36; to Charleston, 56.4 miles over highways S-15-36, S-15-76, S. C. 303, U. S. 17, S-10-29 and S-10-34; a total distance of 182.8 miles.

2. Between Florence and Florence, S. C. (Loop) over the following route: From Florence to Darlington, 10.2 miles over highways S-21-24, S-21-113 and U. S. 52; to Dovesville, 9 miles over highways U. S. 52 and Unnumbered County road; to Cheraw, 21 miles over U. S. Highway 52; from Cheraw to N.C.-S.C. State Line and return to Cheraw, 20 miles over U. S. 52; to Bennettsville, 16 miles over S. C. highways 9 and 38; to McColl, 9 miles over highways S. C. 38, U. S. 15 and S. C. 381; to Hartsville, 41 miles over highways S. C. 381 and U. S. 15; to Darlington, 15.2 miles over highways S. C. 151 and U. S. 52; to Florence, 10 miles over highways U. S. 52, S-21-113 and S-21-24; a total distance of 151.4 miles.

3. Between Florence and Florence, S. C. (loop) over the following route: From Florence to Mars Bluff, 7 miles over highways S-21-24, S-21-92, U. S. 76 and S-21-108; to Marion, 17.1 miles over highways S-21-108, U. S. 76 and U. S. 501; to Mullins, 9.2 miles over highways S-34-42, U. S. 76, S. C. 57 and S-34-53; to the S.C.-N.C. State Line near Chadbourn, N. C., 16 miles over highways S-34-53, S. C. 57 and U. S. 76; from N.C.-S.C. State Line near Rowland, N. C. to Hamer, S. C., 2 miles over highways U. S. 301 and S-17-60; to Pee Dee, 23 miles over highways S-17-60 and U. S. 301; to Florence, 14 miles over highways U. S. 76, S-21-92 and S-21-24; total distance of 88.3 miles.

4. Between Orangeburg and Orangeburg, S. C. (loop) over the following route: From Orangeburg to Cope, 12 miles over U. S. highways 178 and 301 and S. C. highway 332; (Alternate Routes between Orangeburg and Cope, S. C., via Cordova; 15 miles over U. S. Highway No. 301, Secondary S-38-27 and S-38-33, U. S. 301 and S. C. 332) to Denmark, 14.4 miles over highways S. C. 332, U. S. 301, U. S. 78 and U. S. 321; to Hilda, 7 miles over S. C. highways 70 and 304; to Barnwell, 7 miles over highways S-6-35, S. C. 70, S-6-157, S-6-104 and S. C. 3; to Dunbarton, 11 miles over S. C. Highways 64 and 39; to Orangeburg, 49 miles over highways S. C. 39, S. C. 64, S. C. 70, U. S. 78, U. S. 301 and U. S. 178; to Cameron, 9.6 miles over highways U. S. 178, U. S. 21, S. C. 33 and S-9-51; to Creston, 5 miles over highways S-9-51, S. C. 33 and S. C. 6; to Elloree, 6 miles over S. C. Highways 6 and 47; between Elloree and Holly Hill, S. C., via

Eutawville, over S. C. Highways No. 6 for 19 miles and No. 453 for 7 miles, and return over same route, a distance of 42 miles; to Creston, 6 miles over S. C. Highways 47 and 6; to Orangeburg, 14.6 miles over S. C. Highway 33 and U. S. Highway 21 and 178; total distance 183.6 miles.

5. Between Florence and Florence, S. C. (loop) over the following route: From Florence to Timmonsville, 11 miles over highways S-21-24, U. S. 76, and S. C. 403; to Lynchburg, 9 miles over highways S. C. 403, U. S. 76, S. C. 341 and S-31-24; to Mayesville, 9 miles over highways S-31-24, U. S. 76, and S-43-1; to Sumter, 8.2 miles over highways S-43-1, S. C. 154, U. S. 76 and S-43-70; to Manning, 19.6 miles over highways S-43-70 and U. S. 521; to Greeleyville, 15 miles over highways S-14-117, S-14-113, U. S. 521 and S-45-35; to Kingstree, 13 miles over highways S-45-26, U. S. 521, U. S. 52 and S. C. 175; (Alternate Route between Greeleyville and Kingstree, via Gourdin, Lane and Salters; 9 miles over S. C. 375, 9 miles over S. C. 377, 4 miles over U. S. 521 and 6 miles over S. C. 377; total distance 28 miles) to Lake City, 16 miles over highways S. C. 175, U. S. 52 and S. C. 341; to Scranton, 3 miles over highways S. C. 341, U. S. 52, and S-21-47; to Florence, 19 miles over highways S-21-47, U. S. 52, U. S. 76 and S-21-24; between Sumter and Pinewood, S. C. and return, 34 miles over S. C. Highway No. 120; total distance 156.8.

6. Between the N.C.-S.C. State Line, near Tabor City, N. C., and Loris, S. C. 6.4 miles over S. C. Highway 904.

7. Between McColl, S. C., and South Carolina-North Carolina State Line, near John's, N. C., via an unidentified road, a distance of three miles;

8. Between Loris and Conway, S. C., via U. S. 701, a distance of 19 miles;

9. Between Latta and Mullins, S. C., via S. C. 917 (alternate route), a distance of 16 miles;

10. Between Manning and Pinewood, S. C., via S. C. 261 (alternate route), a distance of 15 miles;

11. Between Giant and Holly Hill, S. C., via S. C. 453, a distance of six miles; and from Holly Hill via U. S. 176 to junction of U. S. 301, thence to Orangeburg, S. C., via U. S. 301 (alternate route), a distance of an additional 29 miles, or a total of 35 miles.

12. Between Jacksonboro and Walterboro, S. C., via S. C. 64 (alternate route), a distance of 16 miles. Restricted: In accordance with the application to the handling of the Company's own business; and, Further Restricted: In accordance with the application against pick-up and delivery except at railroad company stations.

Certificate No. 163D, **State Motor Lines**, Hartsville, South Carolina, operating between Spartanburg, South Carolina, and a fifteen mile radius thereof, and Darlington, South Carolina, and a fifteen mile radius thereof, via Camp Croft, Pacolet, Jonesville, Kelly, Lockhart, Chester, Richburg, Fort Lawn, Lancaster, Funderburk, McBee and Hartsville, over State Highways Nos. 9, 903 and 151; Off Route Points: Great Falls and Rock Hill.

Certificate No. 410C, **State Motor Lines**, Hartsville, South Carolina operating between N.C.-S.C. State Line (Charlotte, North Carolina) and Lancaster, South Carolina, over U. S. Highways 21 and 521.

Certificate No. *415C, **Watson-Wilson Transportation System, Inc.**, Omaha, Nebraska, operating between the S.C.-Ga. State Line and Charleston, S. C., over U. S. Highway No. 78; and, Between the S.C.-Ga. State Line and Greenville, S. C., over U. S. Highway No. 29. As authorized by the Interstate Commerce Commission under Certificate No. MC 70451 SUB 237.

Part IV

ELECTRICAL UTILITIES DIVISION

The Electrical Utilities Division was organized and operates under an Act of the General Assembly, regulating persons, corporations, etc., engaged in the generation, transmission, delivery, or furnishing of electricity for lighting, heating, power, etc., as approved by the Governor on April 8, 1932.

The following report has been prepared as is required by this Act in order to outline the activities of this Division during the fiscal year ending June 30, 1964.

Electrical Utilities Division

Electrical Utilities Division is charged with regulating the privately-owned electric utilities operating in this State looking toward the establishment of fair and adequate rates for electric service rendered to customers within the State, and insuring that the service rendered is adequate and under rules and regulations prescribed by the Acts of the General Assembly.

The Division must also determine that the Utilities under Commission jurisdiction do not earn more than a reasonable return upon the fair value of utility property devoted to the public service.

The Division constantly is reviewing the financial conditions and operations of the companies, and recommending to the Commission necessary readjustments in rates and rate schedules and requesting the various companies to reinforce their electric supply by the construction of additional generating capacity or the addition of larger conductors, more transformer capacity or additional lines. Service complaints are investigated by the personnel of the Division, who, also make electric meter tests and handle such other duties as are delegated to the Division in accordance with the Regulatory Act.

During the 1963-64 fiscal year, the several electric utilities under the jurisdiction of the Commission continued to improve their systems to make more and better service available to the customers on their lines.

Carolina Power and Light Company has placed in service a new steam-electric generating station near Asheville, N. C. Power from this station can be transmitted into the Greenville sub-

station of Duke Power Company for use by South Carolina customers.

Carolina and Duke are planning and have under construction a number of 230,000 volt transmission lines, including tie-lines between Carolina and Duke, which will help provide more and better electric service for the customers of these two companies in the two Carolinas.

Duke Power Company has announced plans for the construction of a 2,000,000 Kilowatt steam-electric generating plant to cost approximately \$280,000,000 and to be located between Anderson and McCormick along the Savannah River. Plans for this Plant are in conflict with proposals for Federal construction of additional hydro-electric generating stations and dams on the Savannah River between the Hartwell and Clark Hill Projects. The Corps of Engineers and the Budget Bureau have withdrawn objection to this Duke Plan and it is expected that Congress will eventually pass the necessary legislation to permit Duke Power Company to proceed with the construction of the initial installation of 700,000 Kilowatts, which will cost \$91,000,000.

Delay in securing Congressional approval of Duke plans for the Savannah River Plant has resulted in the start of construction of a large steam-electric generating plant on Lake Norman which was formed when the Cowan's Ford Dam was completed just above Charlotte early this year. The Cowan's Ford Plant completes the economical development of the Catawba-Wateree River from its headwaters above Marion, N. C. to the fall line near Camden where the Wateree Plant has been in service since 1919.

Plans for the Savannah River Plant have not been abandoned, and as soon as the Federal approval can be obtained, and forecasts show the need of additional power in the Savannah River area, this plant will be built to help provide more power for South Carolina customers.

During the fiscal year Belton Light and Power Company was merged into Duke Power Company through an exchange of common stock. The rates of Belton were the same as rates in effect by Duke so that there will be no reduction in bills for service, however since Duke has almost unlimited power resources, the area formerly served by Belton now has the same power supply as customers of Duke.

South Carolina Electric and Gas Company has completed the installation of the second unit in the Canadys Generating station, and power from this unit is now flowing in to customers in the lower part of the State.

The Federal Power Commission tabulates data on practically all of the electric generation in the United States and these data indicate that the privately-owned utilities providing electric service in South Carolina are well and efficiently managed and are providing good service at rates that are usually below the rates in effect in other parts of the nation. The latest information available from this source indicates that the Allen Plant of Duke Power Company ranked eighth in the list of most-efficient steam-electric generating plants in the United States, with a heat rate of 9,062 BTU per Kwhr. Plant Allen is located on the Catawba River just across the state line, between Charlotte and Gastonia, and high voltage transmission lines bring electric power and energy from this plant into South Carolina for use in this state.

The Silas McMeekin plant of the South Carolina Electric and Gas Company is again listed in this group and ranked No. 15, with a heat rate of 9,187 BTU per Kwhr. Natural gas provided the majority of the fuel for McMeekin and although natural gas is not as efficient as coal for producing steam the smaller charges for operation and maintenance when using natural gas make it more economical as a fuel.

The Report for 1962 lists the eleven most efficient steam-electric generating systems, and Duke Power Company is listed third with an average heat rate of 9,546 BTU per Kwhr. The American Electric Power Co. heads the list with a 9,363 BTU heat rate less than two per cent lower than Duke. The Tennessee Valley Authority system heat rate of 9,500 BTU is less than one-half of one per cent better than the Duke rate.

The generating plants of the privately-owned utilities serving South Carolina customers are economically constructed and operated and the people of this State benefit through good service and reasonable rates.

The installation and operation of large, modern, very efficient generating plants permits the Companies to continue to sell electric power at rates established years ago. Electric power is one item that has not increased in cost during the past several years.

Power from these plants and other plants in North Carolina is made available to South Carolina customers over the many high voltage lines crossing into South Carolina.

In order to provide more and better service, the distribution voltage in a number of towns has been raised.

A number of new distribution sub-stations have been built to provide more and better service to those faster growing areas.

All of the utilities under jurisdiction of the Commission have spent considerable money in rebuilding present distribution systems, adding larger wire and transformers, etc., and in extending service into areas not previously having dependable service available.

Higher voltage lines of greater capacity are required to provide the ever increasing power to permit South Carolinians to "Live Better—Electrically."

South Carolina customers are receiving some power from the Clark Hill Project through transmission lines of South Carolina Public Service Authority, the Greenwood Electric Power Commission (Buzzards Roost), and South Carolina Electric and Gas Company. The operating agreement between the Authority and South Carolina Electric and Gas Company continues in effect to the benefit of both utilities. It is hoped that electric power now being generated at the Hartwell Project will soon be made available to South Carolina customers.

Duke Power Company has entered into a contract with South-Eastern Power Administration for the delivery of South Carolina's portion of the power available from the Hartwell Project, and power from this project is now flowing to South Carolina customers.

The major utilities operating in South Carolina as well as neighboring utilities in Georgia and North Carolina are connected by numerous high voltage transmission lines and, in case of emergency, power is transmitted between the interconnected companies affording the ultimate consumer a better and more continuous supply of power.

Carolina Power and Light Company, Duke Power Company, South Carolina Electric and Gas Company and Virginia Electric and Power Company have signed an agreement for pooling capacity and coordinating the construction of transmission lines and generating stations in order to permit maximum use of

recent technological developments "to attain even greater security and economy of service." These Companies are now interconnected and this agreement provides for even closer coordination between the generation and transmission of electric power in North Carolina, South Carolina and a large part of Virginia. Generally speaking large generating units can produce power more economically than small units, and these companies plan to install larger units and to pass on to the consumer the savings.

The larger utilities operating in South Carolina have a new "Area Lighting Service" which is being made available to individual customers and to whole communities living outside city limits. Many thousands of these lights have been installed in the rural area of our State.

The South Carolina residential electric customer enjoys the lowest average rate in the history of the State, and, in addition is able to purchase electric service at a price which is well below the national average for privately-owned electrical utilities. A chart has been prepared comparing the residential electric consumption and the average price paid by the South Carolina consumers with the average consumption and average price paid by the average United States consumer. This chart is printed on one of the following pages.

There are now over 50,000 miles of rural and suburban electric distribution lines serving nearly half a million rural and suburban customers in South Carolina. These customers are provided electric power by the privately-owned utilities, the Municipalities owning and operating their own distribution systems, the Federally financed REA Cooperatives, the South Carolina Public Service Authority (Santee-Cooper) and the Greenwood County Electric Power Commission. It is generally believed that any area not adequately served at this time will be able to obtain electric service in the very near future.

It is believed that there is no power shortage in South Carolina and further, that the organizations in South Carolina who generate and sell electric power will provide adequate power at reasonable rates for the future needs of this State. In fact, at this time there are new generating facilities under construction or in the planning stage by both publicly-owned and privately-owned utilities.

A number of charts and tables have been prepared to show the growth of the privately-owned electric industry in South Carolina and are presented elsewhere in this Report.

Rates

The downward trend in electric rates enjoyed by the average residential electric consumer in recent years has begun to level off. The rapidly rising costs of all things necessary in providing good service will probably require rate increases in order to protect the financial condition of the several electric companies, so that the companies can continue to finance, at a reasonable rate, the many additions required in providing good service.

The South Carolina residential electric consumer continues to enjoy more electric service at a cheaper rate than the average consumer throughout the United States. The average rate paid by South Carolina residential consumers for the year ending December 1963 was about 30% of the average rate paid by the same consumers in 1932. The average United States residential consumer purchases electric energy at an average rate of about 20% more than the average rate paid in South Carolina by the consumers of the privately-owned electric utilities.

Although the downward trend in electric rates in the United States as a whole has been reversed and nationally the statistics indicate that electric rates are rising, the electric customers in South Carolina continue to enjoy electric service at declining rates which are well below National Average Rates.

The increase in use of electric service together with the installation of large, very efficient generating stations, and efficient operations of the privately-owned utilities in South Carolina will allow even lower average rates, unless the costs of everything that goes into the production, transmission and distribution of electric service rise faster than during the past several years.

The Federal Power Commission Publication R-63, "Typical Electric Bills—1963" indicates that the average United States bill for 250 Kwhrs for Residential Service was \$7.48 on January 1, 1963. Of the 81 communities in South Carolina with over 2,500 population, there was not a single case where an electric bill for Residential Service was as high as \$7.48, in fact the highest bill for 250 Kwhrs for Residential Service was only \$7.40 and only 22 of the 81 communities would pay a bill of more than

\$7.00. In 19 communities the bill would be between \$6.50 and \$7.00. In 37 communities the bill for 250 Kwhrs would be between \$6.05 and \$6.50, while in three communities the bill would be less than \$6.00 with one community selling 250 Kwhrs for residential service at less than \$5.00.

The 423,796 residential customers in South Carolina served by the privately-owned utilities used 2,545,582,639 Kwhrs, with an average annual use of 6,007 Kwhrs, for an average annual bill of \$117.95 or an average monthly bill of \$9.21, at an average rate of 1.964 cents per Kwhr. The average annual Kwhr used by the average United States residential consumer was 4,440 for which he paid 2.37 cents per Kwhr.

Since the average annual residential use in South Carolina was 6,007 Kwhrs or a monthly use of 500 Kwhrs, the following data from the Federal Power Commission's Publication R-63 are based on bills for 500 Kwhrs per month for residential service. The weighted average bill for 500 Kwhrs for residential use in the United States on January 1, 1963 was \$10.64, with an average rate of 2.13 cents per Kwhr. Of the 81 communities in South Carolina with a population of 2,500 or more, there were only 25 communities with bills higher than \$10.64 for 500 Kwhrs for residential service, and of these only one community had a bill of over \$11.60 for 500 Kwhrs.

There were 56 communities in which a bill of less than \$10.64 would be rendered for 500 Kwhrs of residential service. Of these 56 communities six would receive bills between \$10.00 and \$10.47, twenty-nine would receive bills between \$9.50 and \$10.00.

Twenty communities would receive bills of less than \$9.50 and of these, three communities would receive a bill of \$8.00 or less.

The average residential customer in South Carolina served by the privately-owned utilities uses 6,007 Kwhrs for which he receives an average bill of \$117.95 with an average rate of 1.964 cents per Kwhr. The national average residential customer uses only 4,440 Kwhrs for which an average annual bill of \$105.23 is rendered at an average rate of 2.37 cents per Kwhr.

The average residential customer in South Carolina served by the privately-owned utilities pays an annual bill which is about 12% higher than average United States residential customers pay, but the South Carolina average residential customer

receives 35.3% more power for the 12% increase in his Annual Bill.

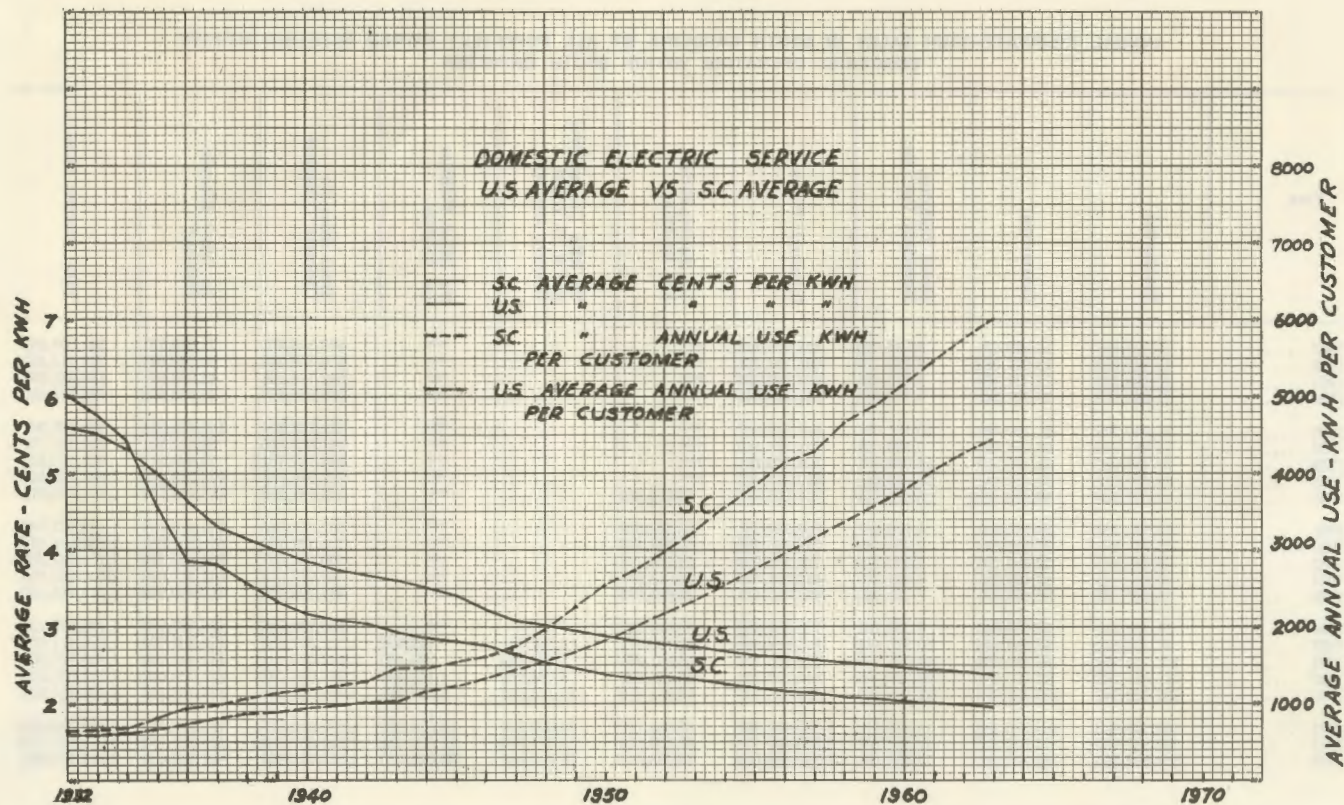
The average rate paid in South Carolina is 17% lower than the average rate paid by all residential customers in the United States, including those customers in the Tennessee Valley and other areas where publicly-owned power is provided. In South Carolina, if Santee-Cooper residential statistics were included with those of the privately-owned utilities, the South Carolina average rate probably would be even lower.

There are 1,571 large industrial customers of the privately-owned utilities in South Carolina who purchased 5,976,037,123 Kwhrs at an average rate of 7.35 mills per Kwhr, which is well below the power rates in a large part of this nation.

The commercial and industrial rates in South Carolina have been reduced from time to time and are considerably below the national average figure. It is interesting to compare the average price of 1.625¢ per kilowatt hour paid for all electrical energy sold to ultimate consumers in the United States with the average price of 1.194¢ per kilowatt hour paid by ultimate consumers of the privately-owned utilities in South Carolina. The South Carolina average does not include the large amount of power sold by the South Carolina Public Service Authority nor that sold by other publicly-owned systems in the State. Were Santee-Cooper sales included, the South Carolina figure would be even lower than shown. Industries now located within South Carolina and other industries desiring reasonable electric power rates will find that electric power can be secured throughout practically the entire State at very reasonable rates.

It is believed that there is no power shortage in South Carolina and further, that the organizations in South Carolina who generate and sell electric power will provide adequate power for the future needs of this State. In fact, at this time there are new generating facilities under construction or in the planning stage by both publicly-owned and privately-owned utilities.

A number of charts and tables have been prepared to show the growth of the privately-owned electric industry in South Carolina and are presented elsewhere in this Report.



**ANNUAL KILOWATT-HOUR SALES IN SOUTH CAROLINA BY ALL PRIVATELY OWNED ELECTRIC UTILITY
COMPANIES OPERATING WITHIN SOUTH CAROLINA**

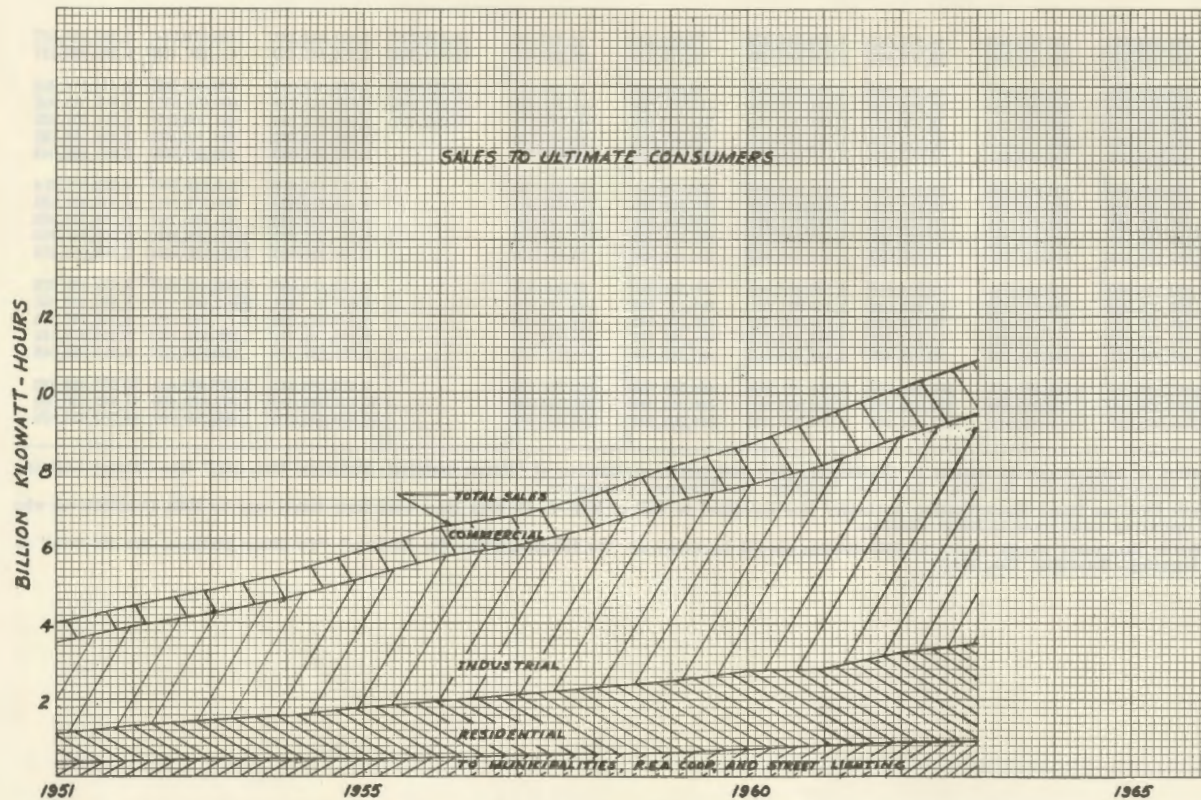
Year	Residential	Commercial	Street Lighting, Municipal Use, etc.	Industrial Power	To Municipalities For Re-Sale	To REA Cooperatives and S. C. Rural Electric Authority	To Other Utilities for Re-Sale	Total Sales for Ultimate Consumer	To Other Electric Utilities*	Total Electric Sales
1922	17,173,096	16,528,621	8,248,636	428,006,498	***	.....	***	469,956,851	71,550,751	541,507,602
1923	19,842,288	19,041,682	9,832,129	468,134,261	***	.....	***	516,850,360	80,268,041	597,118,401
1924	20,180,349	19,417,104	8,672,035	494,500,768	***	.....	***	542,770,256	41,098,341	583,868,597
1925	21,539,103	20,721,247	9,723,648	541,540,349	***	.....	***	593,524,347	48,984,003	642,508,350
1926	21,940,245	21,100,687	10,191,097	668,510,967	***	.....	***	721,742,996	148,879,345	870,622,341
1927	23,984,346	23,054,655	9,939,024	784,874,440	***	.....	***	841,852,465	88,592,961	930,445,426
1928	32,781,027	31,409,919	14,098,634	808,450,181	***	.....	***	886,737,761	72,430,917	959,170,678
1929	30,600,034	29,452,442	34,253,344	816,641,065	***	.....	***	910,946,885	176,285,982	1,087,232,867
1930	42,587,569	40,498,466	5,090,144	698,285,511	33,719,558	.....	***	820,181,256	581,499,719	1,401,680,975
1931	42,995,509	39,403,857	4,544,697	686,790,281	33,876,899	.....	***	807,611,243	605,310,840	1,412,922,083
1932	45,641,883	37,372,599	2,389,845	656,735,524	33,040,428	.....	***	775,179,779	610,366,357	1,385,546,136
1933	40,082,543	32,326,296	2,195,412	783,392,300	32,185,192	.....	***	890,182,097	304,065,269	1,194,247,366
1934	46,349,111	43,483,925	6,831,779	628,598,658	36,749,546	.....	***	762,012,516	544,327,692	1,306,340,208
1935	56,827,133	52,103,907	7,741,580	688,082,824	39,638,043	.....	***	844,393,636	469,499,909	1,313,893,545
1936	71,337,470	62,650,040	7,263,781	779,955,536	45,513,221	**	***	966,720,048	438,487,072	1,405,207,120
1937	87,458,543	67,599,146	10,525,418	913,918,669	50,180,911	2,181,741	742,900	1,132,607,328	453,809,703	1,586,417,031
1938	101,749,752	92,565,591	13,032,649	776,526,115	55,001,354	1,880,243	969,400	1,042,325,104	447,441,700	1,489,766,804
1939	117,521,152	93,023,887	23,379,705	946,180,322	63,441,989	4,080,768	1,132,200	1,245,509,763	525,520,537	1,772,030,300
1940	137,679,347	105,427,074	17,289,080	1,064,575,102	68,251,816	11,178,242	6,190,854	1,400,591,515	537,762,530	1,938,354,046
1941	163,143,633	152,970,299	19,546,179	1,255,410,882	66,435,740	14,339,520	10,524,264	1,682,370,517	785,928,907	2,468,299,424
1942	185,032,050	173,608,615	13,392,981	1,389,390,170	65,336,656	18,234,578	19,356,518	1,864,351,568	695,391,194	2,559,742,762
1943	208,992,620	189,272,212	14,450,182	1,389,903,613	72,765,020	19,892,403	35,543,010	1,930,819,060	461,813,776	2,392,132,836

1944	228,127,330	183,883,442	14,973,045	1,890,544,809	77,312,430	22,773,507	54,529,720	1,971,644,283	425,570,244	2,397,214,527
1945	248,988,261	209,432,826	15,707,975	1,806,682,132	84,419,920	26,246,641	62,968,364	1,954,441,119	411,397,498	2,366,838,617
1946	285,028,258	200,475,841	15,306,246	1,885,991,264	98,676,660	30,790,131	28,779,690	2,045,048,090	429,466,562	2,474,514,652
1947	347,289,400	240,187,139	17,019,592	1,634,768,594	118,769,034	41,602,825	22,821,985	2,422,463,579	400,074,477	2,822,538,056
1948	443,132,494	280,145,224	19,186,156	1,831,291,762	143,123,168	60,366,975	19,247,417	2,796,498,196	467,708,639	3,254,201,835
1949	541,210,966	362,744,815	22,274,658	1,762,897,010	166,027,025	83,602,759	.....	2,938,748,233	486,446,502	3,424,794,735
1950	647,756,009	395,079,651	25,023,906	2,170,265,288	191,288,280	103,097,911	.....	3,532,511,040	409,287,008	3,941,808,048
1951	778,965,060	460,875,983	28,311,390	2,401,894,900	214,798,551	132,351,730	.....	4,017,197,614	310,880,200	4,328,077,814
1952	907,669,825	527,145,783	30,852,295	2,584,948,769	237,863,380	170,836,387	.....	4,459,316,439	399,175,091	4,858,491,530
1953	1,087,855,348	580,611,164	33,476,513	2,810,011,972	260,894,940	144,199,206	.....	4,867,049,143	331,665,760	5,198,714,903
1954	1,183,106,297	626,498,709	37,938,905	3,057,122,536	275,859,690	110,808,213	.....	5,291,334,370	1,011,206,880	6,302,541,250
1955	1,323,194,329	680,037,238	41,180,037	3,512,292,382	304,483,540	83,641,510	.....	5,944,829,036	1,318,255,440	7,263,084,476
1956	1,494,178,920	751,291,284	47,214,629	3,788,488,943	334,292,600	87,354,060	.....	6,502,815,436	2,008,405,840	8,511,221,276
1957	1,593,019,353	796,037,025	64,844,042	3,934,954,851	358,117,860	100,238,310	.....	6,847,211,441	2,015,363,920	8,862,575,361
1958	1,769,907,487	872,230,462	70,115,106	4,189,962,732	382,593,488	113,413,480	.....	7,398,222,755	1,777,065,560	9,175,288,315
1959	1,893,609,456	974,938,695	74,844,355	4,685,498,618	414,086,330	125,820,250	.....	8,168,797,704	1,390,120,480	9,558,918,184
1960	2,063,220,371	1,084,270,789	80,045,468	4,843,810,510	467,339,260	142,561,530	.....	8,681,237,928	1,230,696,120	9,911,934,048
1961	2,197,135,669	1,141,453,473	160,301,369	5,264,121,363	494,589,760	155,784,708	.....	9,413,386,342	1,537,632,440	10,951,018,782
1962	2,369,226,609	1,294,913,244	177,376,698	5,596,959,741	540,912,290	171,598,030	.....	10,150,086,612	1,673,623,480	11,823,710,092
1963	2,545,582,639	1,394,898,549	177,841,284	5,976,037,123	594,203,380	190,845,301	.....	10,879,408,276	1,908,209,600	12,787,617,876

Notes: *** Classification of sales shown in reports to Commission does not permit segregation of "Street Lighting, Municipal Use, etc." into "Street Lighting etc., "To Municipalities For Re-Sale," To Other Utilities, For Ultimate Consumers."

** First South Carolina Rural Electrification Authority line energized in Fall of 1936—S. C. REA lines were later taken over by REA Cooperatives who are now operating rural lines in South Carolina.

* It is probable that some energy shown in this column should be shown as "To Municipalities—For Re-Sale" "To Other Utilities—For Re-Sale" or "Street Lighting—Municipal Use, etc."



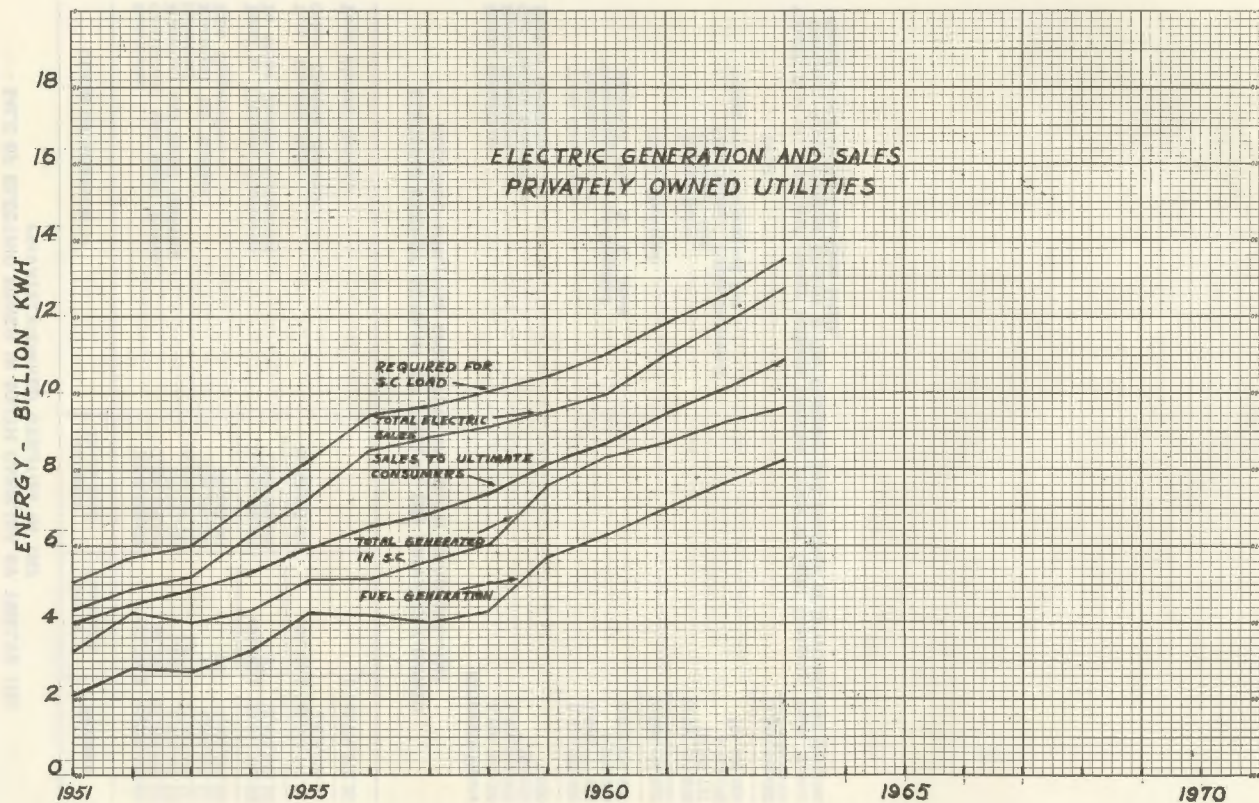
**SALE OF ELECTRIC POWER IN SOUTH CAROLINA BY TWELVE (12)
PRIVATELY-OWNED UTILITIES IN 1963**

CLASS OF SERVICE	Kilowatt- Hours Sold	No. of Customers	Revenue
Residential	2,545,582,639	423,796	\$ 49,988,433.62
Commercial and Small Power.....	1,394,898,549	66,780	27,303,039.52
Municipal and Street Lighting.....	177,841,284	1,940	2,879,495.73
Industrial	5,976,037,123	1,571	43,952,438.31
Municipal for Re-Sale.....	594,203,380	17	4,356,301.85
REA Cooperatives	190,845,301	38	1,431,393.00
Total to Ultimate Consumers.....	10,879,408,276	494,142	\$ 129,911,102.03
To Other Electric Companies.....	1,908,209,600	17	12,453,645.76
Total Electric Sales.....	12,787,617,876	494,159	\$ 142,364,747.79
Other Electric Revenue.....			1,410,225.56
Total Electric Revenue			\$ 143,774,973.35

**ELECTRIC ENERGY ACCOUNT OF TWELVE (12) PRIVATELY-OWNED
ELECTRIC UTILITIES OPERATING IN SOUTH CAROLINA—1963**

	Kilowatt-Hours
Steam Generation	8,290,763,000
Hydro Generation	1,316,813,000
Gas Turbine Generation.....	7,350,000
Nuclear Generation	7,000
Total Generation	9,614,933,000
Purchase Power	1,086,177,056
*Interchange Power-Received	9,572,000
Received from N. C. lines.....	2,812,814,626
Total Provided	13,523,496,682
Energy Sales	12,787,617,876
Company Use	18,205,737
*Interchange Power-Delivered	4,983,000
Losses and Unaccounted For.....	709,690,069
Total	13,520,496,682

* Daily flow of power and energy between Carolina Power & Light Company, Duke Power Company, South Carolina Electric & Gas Company and members of Interconnected Systems Group is not included in these totals.



**ANNUAL KILOWATT-HOURS GENERATED IN SOUTH CAROLINA BY PRIVATELY
OWNED ELECTRIC UTILITIES**

Year	Hydro	Fuel	Total
1924	807,570,649	65,792,294	873,362,943
1925	581,042,411	255,202,765	836,245,176
1926	616,483,501	266,712,102	883,195,603
1927	662,077,511	200,181,768	862,259,279
1928	1,189,001,995	100,414,020	1,289,416,015
1929	1,290,617,498	124,153,915	1,414,771,413
1930	982,544,360	120,486,005	1,103,030,365
1931	1,236,753,025	219,461,435	1,456,214,460
1932	1,346,045,758	44,778,856	1,390,824,614
1933	1,282,055,101	112,134,974	1,394,190,075
1934	1,321,908,876	145,474,599	1,467,383,475
1935	1,283,691,990	110,022,370	1,403,714,360
1936	1,570,295,460	121,134,005	1,691,429,465
1937	1,685,373,877	138,113,677	1,823,487,554
1938	1,202,130,991	248,270,808	1,450,401,799
1939	1,325,985,666	370,766,372	1,696,752,038
1940	1,067,313,843	493,991,612	1,561,305,455
1941	1,039,307,446	738,106,924	1,777,414,370
1942	1,366,025,153	518,918,835	1,884,943,988
1943	1,544,812,588	371,421,831	1,916,234,419
1944	1,610,758,232	382,605,415	1,993,363,647
1945	1,393,714,893	381,099,050	1,774,813,943
1946	1,711,268,869	223,349,897	1,934,618,766
1947	1,504,573,250	518,725,539	2,023,298,789
1948	1,861,645,713	577,446,726	2,439,092,439
1949	2,179,091,160	291,028,512	2,470,119,672
1950	1,428,458,400	948,351,638	2,376,810,038
1951	1,124,841,455	2,128,741,379	3,253,582,834
1952	1,477,245,037	2,809,437,190	4,286,682,227
1953	1,265,748,800	2,729,425,300	3,995,174,100
1954	1,056,700,400	3,253,596,500	4,310,296,900
1955	894,754,300	4,244,523,500	5,139,277,800
1956	974,758,500	4,199,800,400	5,174,558,900
1957	1,590,924,900	4,009,431,700	5,600,356,600
1958	1,792,542,500	4,292,075,700	6,084,618,200
1959	1,881,600,200	5,715,950,000	7,597,550,200
1960	2,064,949,600	6,291,980,000	8,356,929,600
1961	1,794,662,800	6,920,821,000	8,715,483,800
1962	1,633,823,000	7,616,580,000	9,250,403,000
1963	1,316,813,000	8,298,120,000	9,614,933,000

SALES TO MUNICIPALITIES FOR RE-SALE—1963

Municipality	Company	Kilowatt Hours	Revenue	Average Rate Cents Per Kilowatt-Hour
Bennettsville	Carolina Power & Light Co.....	23,907,200	\$ 195,137.85	0.816
Camden	Carolina Power & Light Co.....	45,446,400	380,828.00	0.786
Clemson	Duke Power Company.....	27,076,500	191,660.00	0.708
Clinton	Duke Power Company.....	22,720,800	164,140.00	0.722
Due West	Duke Power Company.....	3,205,440	29,774.00	0.929
Easley	Duke Power Company.....	43,910,640	368,742.00	0.703
Gaffney	Duke Power Company.....	33,767,280	241,824.00	0.716
Greer	Duke Power Company.....	46,697,400	326,628.00	0.699
McCormick	S. C. Electric & Gas Co.....	5,873,600	46,362.00	0.789
Newberry	Duke Power Company.....	24,742,080	184,482.00	0.746
Orangeburg	S. C. Electric & Gas Co.....	134,439,200	973,746.00	0.724
Prosperity	Duke Power Company.....	2,566,200	24,886.00	0.970
Rock Hill	Duke Power Company.....	96,444,000	657,030.00	0.681
Seneca	Duke Power Company.....	29,273,200	163,313.00	0.733
Union	Lockhart Power Company.....	32,264,800	264,442.00	0.820
Westminster	Duke Power Company.....	10,643,040	82,268.00	0.773
Winnsboro	S. C. Electric & Gas Co.....	15,225,600	121,039.00	0.795
Totals		594,203,380	\$4,356,301.85	0.733

**DOMESTIC SERVICE STATISTICAL COMPARISON OF MAJOR ELECTRIC UTILITY
COMPANIES OPERATING IN SOUTH CAROLINA**

Company—Year	Kw.-Hr.	Revenue	Customers	Average Rate Cents per Kw.-Hr.	Average Annual Use—Kw.-Hr. Per Customer	Average Annual Revenue Per Customer
Carolina Power & Light Co.						
1932	7,503,977	\$ 458,117.80	10,204	6.105	735	\$ 44.90
1933	7,352,300	448,322.05	10,333	6.198	712	43.39
1934	8,181,400	487,813.95	11,160	5.963	734	43.75
1935	10,939,600	494,500.60	11,731	4.520	933	43.15
1936	14,356,500	534,133.95	12,893	3.721	1,114	41.43
1937	17,904,600	594,382.59	14,199	3.320	1,261	41.86
1938	20,628,600	664,970.68	15,412	3.224	1,338	43.15
1939	23,496,700	684,680.75	16,590	2.914	1,416	41.27
1940	25,657,500	758,002.18	18,196	2.843	1,465	41.66
1941	33,231,000	953,872.59	23,076	2.870	1,440	41.33
1942	37,190,900	1,076,991.00	25,438	2.896	1,462	42.34
1943	40,010,200	1,132,729.00	26,042	2.831	1,536	43.48
1944	43,689,600	1,220,426.75	27,084	2.793	1,613	45.06
1945	48,237,700	1,329,294.05	28,763	2.766	1,677	46.22
1946	57,813,300	1,561,699.80	31,880	2.698	1,816	48.39
1947	71,481,700	1,872,309.78	36,374	2.619	1,965	51.47
1948	89,491,800	2,223,863.83	41,678	2.485	2,147	53.36
1949	107,110,600	2,580,808.34	45,924	2.409	2,332	56.20
1950	126,559,100	2,955,714.87	49,809	2.334	2,541	59.34
1951	146,302,300	3,322,404.66	53,185	2.271	2,753	62.53
1952	166,049,400	3,705,475.84	56,182	2.232	2,956	65.95
1953	188,784,300	4,123,783.78	59,066	2.184	3,196	69.82
1954	211,403,500	4,514,881.55	60,879	2.186	3,473	74.16
1955	234,196,700	4,903,122.93	62,850	2.094	3,726	78.01
1956	262,570,500	5,371,986.14	64,684	2.046	4,059	83.04
1957	287,418,000	5,789,708.58	66,490	2.014	4,323	87.03
1958	308,556,600	6,097,598.70	66,986	1.976	4,610	91.10
1959	327,589,400	6,424,359.04	68,039	1.961	4,812	94.36
1960	350,977,000	6,790,603.09	69,435	1.935	5,054	97.80
1961	354,390,000	6,711,239.30	67,681	1.894	5,236	99.20
1962	382,830,300	7,169,043.56	69,009	1.873	5,548	103.89
1963	416,006,900	7,652,079.71	70,529	1.839	5,898	108.53
Duke Power Company						
1932	13,514,460	\$ 756,738.60	22,376	5.599	604	\$ 33.82
1933	14,373,986	747,847.70	23,972	5.203	604	31.43
1934	16,709,171	834,111.79	24,551	4.992	681	33.97
1935	19,625,277	884,898.07	27,481	4.509	714	32.20
1936	23,439,971	975,763.86	31,313	4.163	748	31.16
1937	28,862,577	1,131,431.57	34,121	3.920	878	33.16
1938	33,709,203	1,231,446.43	37,851	3.653	891	32.53
1939	39,365,717	1,318,608.01	41,596	3.343	946	31.70
1940	46,718,561	1,479,019.03	41,771	3.166	978	30.96
1941	55,624,132	1,727,825.26	54,290	3.106	1,025	31.84
1942	62,814,399	1,920,857.67	59,298	3.058	1,059	32.39
1943	68,908,963	2,064,735.88	61,580	2.996	1,119	33.53
1944	73,776,842	2,177,551.32	62,637	2.951	1,178	34.76
1945	81,357,603	2,356,200.83	66,674	2.896	1,220	35.34
1946	95,139,568	2,675,564.32	66,727	2.812	1,426	40.10
1947	120,202,715	3,186,432.03	73,684	2.651	1,631	43.24
1948	164,712,317	4,018,252.48	82,528	2.440	1,996	48.69
1949	214,092,174	4,933,196.47	91,506	2.304	2,340	53.91
1950	267,371,888	5,952,778.21	100,973	2.226	2,648	58.95
1951	328,163,398	7,119,675.87	116,314	2.170	2,821	61.21
1952	378,260,246	8,215,276.92	120,942	2.172	3,128	67.93
1953	426,292,084	9,180,199.60	124,998	2.163	3,410	73.44
1954	482,599,546	10,207,624.55	130,272	2.115	3,705	78.36
1955	539,349,847	11,227,917.90	135,157	2.082	3,991	83.07
1956	607,125,632	12,421,684.53	139,928	2.046	4,339	88.77
1957	623,176,376	12,682,303.23	145,875	2.035	4,272	86.94
1958	702,758,257	14,108,976.61	148,713	2.008	4,726	94.87
1959	751,745,932	14,984,929.82	153,116	1.993	4,910	97.87
1960	813,239,146	16,026,582.48	155,543	1.971	5,228	103.04
1961	899,551,047	17,510,972.90	156,597	1.947	5,744	111.82
1962	933,962,763	18,125,725.42	161,387	1.941	5,787	112.31
1963	1,010,634,816	19,120,804.75	165,606	1.892	6,103	115.46

**DOMESTIC SERVICE STATISTICAL COMPARISON OF MAJOR ELECTRIC UTILITY
COMPANIES OPERATING IN SOUTH CAROLINA—Continued**

Company—Year	Kw.-Hr.	Revenue	Customers	Average Rate Cents per Kw.-Hr.	Average Annual Use—Kw.-Hr. Per Customer	Average Annual Revenue Per Customer
S. C. Electric & Gas Co.						
1932	6,458,056	\$ 405,256.12	11,321	6.275	570	\$ 35.80
1933	6,491,177	404,227.58	11,395	6.227	570	35.47
1934	7,471,398	424,225.27	12,187	5.678	613	34.81
1935	9,198,808	447,109.20	12,624	4.862	729	35.42
1936	11,434,393	533,749.97	13,966	4.668	819	38.22
1937	13,752,156	571,752.81	15,421	4.158	892	37.08
1938	15,895,614	638,580.58	16,477	4.017	965	38.76
1939	17,784,408	661,557.17	17,652	3.720	1,008	37.48
1940	20,296,986	729,725.95	19,007	3.595	1,068	38.39
1941	24,076,560	837,066.73	21,091	3.477	1,142	39.71
1942	26,831,035	923,602.86	23,139	3.442	1,159	39.91
1943	30,150,247	981,949.84	23,958	3.256	1,258	40.96
1944	32,475,139	991,111.80	24,574	3.052	1,321	40.31
1945	34,638,968	1,049,036.75	25,481	3.023	1,362	41.17
1946	39,957,266	1,187,882.19	27,718	2.973	1,442	42.36
1947	49,808,669	1,419,567.36	31,451	2.850	1,584	45.14
1948	65,852,362	1,775,459.81	35,215	2.781	1,813	50.42
1949	76,938,594	2,202,618.81	38,579	2.863	1,994	57.09
*1950	239,987,234	6,200,949.96	97,699	2.595	2,446	63.47
1951	286,180,294	7,212,686.35	106,659	2.520	2,683	67.62
1952	340,589,408	8,512,418.03	117,598	2.587	2,896	74.94
1953	398,299,654	10,104,147.72	126,563	2.537	3,147	79.83
1954	461,631,531	11,330,684.04	132,470	2.454	3,485	85.53
1955	519,253,250	12,457,586.00	138,337	2.399	3,754	90.05
1956	591,182,818	13,833,514.44	144,324	2.340	4,082	95.52
1957	646,816,486	14,869,981.64	149,316	2.299	4,317	99.25
1958	720,227,269	16,103,253.09	153,046	2.236	4,706	105.22
1959	775,134,894	17,110,514.81	157,327	2.207	4,927	108.76
1960	850,217,186	18,394,089.73	161,482	2.164	5,265	113.91
1961	888,911,287	19,109,327.83	165,022	2.150	5,387	115.80
1962	995,239,531	20,914,072.39	169,795	2.101	5,861	123.17
1963	1,065,716,052	22,168,967.22	174,920	2.080	6,093	126.74
*S. C. Power Co.						
1932	9,620,311	\$ 621,449.38	14,741	6.460	653	\$ 42.16
1933	9,996,209	607,484.61	14,781	6.077	676	41.10
1934	11,778,042	643,925.93	15,602	5.467	755	41.27
1935	14,974,782	678,156.78	16,482	4.529	909	41.15
1936	19,081,314	712,939.01	17,798	3.736	1,072	40.06
1937	23,839,971	850,013.02	19,678	3.565	1,212	43.20
1938	27,971,128	937,588.64	21,088	3.352	1,326	44.46
1939	32,384,324	1,033,552.52	22,915	3.192	1,413	45.10
1940	38,604,381	1,163,738.56	25,007	3.015	1,544	46.54
1941	45,937,274	1,358,518.80	27,657	2.967	1,661	49.12
1942	54,397,247	1,561,196.86	30,288	2.869	1,796	51.55
1943	65,997,237	1,813,519.24	32,042	2.750	2,060	56.65
1944	73,986,056	1,983,981.40	32,044	2.681	2,173	58.25
1945	80,091,232	2,117,962.35	36,658	2.640	2,185	57.78
1946	87,045,829	2,284,586.38	39,322	2.625	2,214	58.10
1947	99,500,492	2,571,734.73	43,410	2.585	2,292	59.24
1948	116,300,312	2,946,857.04	48,020	2.534	2,422	61.37
1949	130,592,354	3,280,962.10	52,021	2.512	2,510	63.07

* NOTE: South Carolina Power Company was absorbed by South Carolina Electric and Gas Company as of March 31, 1950.

**DOMESTIC SERVICE STATISTICAL COMPARISON OF MAJOR ELECTRIC UTILITY
COMPANIES OPERATING IN SOUTH CAROLINA—Continued**

Company—Year	Kw.-Hr.	Revenue	Customers	Average Ratio Cents per Kw.-Hr.	Average Annual Use—Kw.-Hr. Per Customer	Average Annual Revenue Per Customer
Totals and Averages (3 Large Companies)						
1932	37,096,804	\$2,241,561.90	58,642	6.042	632	\$ 38.22
1933	38,213,672	2,207,881.94	60,301	5.778	634	36.61
1934	44,140,011	2,390,076.94	63,490	5.415	695	37.64
1935	54,738,467	2,504,664.65	68,318	4.576	801	36.66
1936	68,312,178	2,756,585.79	75,970	4.035	899	36.29
1937	84,359,304	3,147,580.18	83,419	3.731	1,011	37.73
1938	98,204,545	3,472,586.33	90,828	3.536	1,081	38.23
1939	113,106,220	3,698,398.45	98,753	3.270	1,145	37.42
1940	132,277,428	4,130,485.72	109,981	3.123	1,203	37.56
1941	158,868,966	4,877,283.38	126,114	3.070	1,260	38.68
1942	181,233,581	5,482,648.39	138,163	3.025	1,312	39.68
1943	205,066,647	5,359,933.96	140,457	2.957	1,450	37.88
1944	233,927,637	6,372,981.27	148,339	2.846	1,509	42.94
1945	244,385,503	6,852,493.98	157,576	2.804	1,551	43.41
1946	280,035,963	7,709,732.69	165,647	2.753	1,691	46.54
1947	340,993,576	9,050,043.90	184,919	2.654	1,844	48.94
1948	434,356,791	10,064,433.16	207,441	2.524	2,094	52.86
1949	523,733,722	12,997,585.72	228,030	2.458	2,319	57.00
1950	632,868,222	15,109,443.04	248,481	2.387	2,547	60.80
1951	760,645,992	17,654,716.89	276,108	2.321	2,755	63.94
1952	884,839,054	20,733,120.79	294,722	2.343	3,002	70.35
1953	1,013,376,038	23,408,131.10	310,627	2.310	3,262	75.38
1954	1,155,634,577	26,053,200.14	323,621	2.254	3,571	80.51
1955	1,292,804,797	28,588,626.83	336,344	2.211	3,844	85.00
1956	1,460,878,950	31,627,185.11	349,446	2.165	4,181	90.51
1957	1,557,410,862	33,341,943.45	362,181	2.141	4,300	92.06
1958	1,731,542,126	36,309,828.40	368,695	2.097	4,696	98.48
1959	1,854,470,226	38,519,803.67	378,526	2.077	4,899	101.76
1960	2,014,383,432	41,211,275.30	386,460	2.046	5,212	106.64
1961	2,142,852,334	43,331,540.03	389,300	2.022	5,504	111.31
1962	2,311,972,594	46,208,841.37	400,191	1.999	5,766	115.24
1963	2,492,357,768	48,941,851.78	411,055	1.964	6,063	119.06

YEAR K.W.H. CENTS

1931	600	5.7
32	632	6.042
33	634	5.778
34	696	5.415
35	801	4.676
36	899	4.085
37	1011	3.781
38	1081	3.556
39	1145	3.27
1940	1208	3.125
41	1260	3.07
42	1312	3.025
43	1430	2.957
44	1509	2.846
45	1551	2.804
46	1691	2.755
47	1844	2.654
48	2094	2.524
49	2319	2.458
1950	2547	2.387
51	2755	2.321
52	3002	2.343
53	3262	2.310
54	3571	2.254
55	3844	2.211
56	4181	2.165
57	4300	2.141
58	4,696	2.097
59	4,899	2.077
1960	5212	2.046
61	5,504	2.022
62	5766	1.989
63	6063	1.964

AVERAGE COST PER K.W.H.
RESIDENTIAL SERVICE
THREE LARGE PRIVATELY OWNED UTILITIES

RESIDENTIAL ELECTRIC SERVICE
PRIVATELY-OWNED ELECTRIC UTILITIES OPERATING IN SOUTH CAROLINA—1963

Company	Kw.-Hrs.	Number of Customers	Revenue	Average Rate Cents Per Kw.-Hr.	Kw.-Hrs. Per Customer	Average Annual Bill
Belton Light & Power Co.....	*16,580,459	5,398	\$ 324,786.00	1.959	3,072	\$ 60.17
Carolina Power & Light Co.....	416,006,900	70,529	7,652,079.71	1.839	5,898	108.53
Clinton Cotton Mills (Village).....	1,647,562	345	37,844.75	2.297	4,776	109.69
Duke Power Company.....	1,010,634,816	165,606	19,120,804.75	1.892	6,103	115.46
Heath Springs Light & Power Co.....	2,587,801	590	55,655.34	2.151	4,386	94.33
Joanna Community Corporation.....	3,232,194	485	56,267.25	1.741	6,664	116.01
Kershaw Oil Mill Elec. & Pwr. Div.....	5,641,932	1,042	109,822.80	1.947	5,415	105.40
Lockhart Power Co.....	16,748,019	3,466	323,481.00	1.931	4,832	93.33
Lydia Cotton Mills (Village).....	1,417,225	282	31,246.15	2.212	5,026	111.16
S. C. Electric & Gas Co.....	1,065,716,052	174,920	22,168,967.32	2.080	6,093	126.74
The Electric Company.....	5,369,579	1,133	107,378.55	2.000	4,739	94.77
	2,545,582,639	423,796	\$49,988,433.62	1.964	6,007	\$117.95

* Ten month billing period prior to acquisition by Duke Power Co. on November 11, 1963.

SOUTH CAROLINA PUBLIC SERVICE COMMISSION
ELECTRICAL UTILITIES DIVISION
RESIDENTIAL ELECTRIC BILL COMPARISON
PRIVATELY OWNED POWER COMPANIES AS OF
JUNE 30, 1964

	Carolina Power & Light Co.			Clinton Cotton Mills		Duke Power Company			The Electric Co.	
Kw.-Hrs. Per Month	R-2C** 5-2-64	R-3A 5-2-64	R-4 5-2-64	Comp. 11-1-59	Alt. 11-1-59	RW 5-1-64	RA** 5-1-64	R 5-1-64	R 6-30-64	RA** 6-30-64
Minimum	\$ 1.30	\$ 1.30	\$ 1.30	\$ 1.50	\$ 1.50	\$ 0.80	\$ 0.80	\$ 0.80	\$ 0.80	\$ 0.80
10	1.30	1.30	1.30	1.50	1.50	0.80	0.80	0.80	0.80	0.80
15	1.30	1.30	1.30	1.50	1.50	1.00	1.00	1.00	0.98	0.98
25	1.30	1.30	1.30	1.50	1.60	1.39	1.39	1.39	1.33	1.33
40	1.56	1.56	1.56	2.00	2.20	1.97	1.97	1.97	1.85	1.85
50	1.95	1.95	1.95	2.50	2.60	2.36	2.36	2.36	2.20	2.20
100	3.40	3.40	3.40	3.75	4.10	3.36	3.36	3.36	3.20	3.20
150	4.85	4.85	4.85	4.75	4.73	4.36	4.36	4.36	4.20	4.20
200	5.80	5.80	5.80	5.75	5.36	5.09	5.36	5.36	5.20	5.20
250	6.50	6.50	6.75	6.75	5.98	5.81	6.09	6.36	5.95	5.83
300	7.00	7.00	7.25	7.75	6.60	6.54	6.81	7.36	6.70	6.95
400	8.00	8.00	8.25	9.75	7.85	7.99	8.26	9.26	8.20	7.70
500	9.00	9.00	9.25	11.75	9.60	9.44	9.71	11.16	9.70	8.95
1,000	15.50	15.50	15.75	21.75	18.35	16.69	16.96	20.66	17.20	15.20
1,500	21.50	22.50	23.25	31.75	27.10	23.94	22.96	29.66	24.90	21.20
2,000	27.50	29.50	30.75	41.75	35.85	30.94	28.96	36.66	32.20	27.20
3,000	39.50	43.50	45.75	61.75	53.35	44.94	40.96	50.66	47.20	39.20

**All-Electric Service.

SOUTH CAROLINA PUBLIC SERVICE COMMISSION
ELECTRICAL UTILITIES DIVISION
RESIDENTIAL ELECTRIC BILL COMPARISON
PRIVATELY OWNED POWER COMPANIES AS OF
JUNE 30, 1964

	Heath Springs Light & Power Co.	Joanna Corp.	Kershaw Oil Mill	S. C. Electric & Gas Co.	Lock- hart Power Co.	Lydia Cotton Mills				
Kw.-Hrs. Per Month	Res. 10-6-60	R-L-WH 10-6-60	R-1 2-12-60	R-1 7-1-59	R-1-W 7-1-59	8 8-1-56	27*** 1-2-61	R 12-1-46	Comp. 11-1-59	Alt. 11-1-59
Minimum	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 0.75	\$ 1.50	\$ 1.50
10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.50	1.50
15	1.30	1.15	1.00	1.09	1.09	1.00	1.00	0.75	1.50	1.50
25	1.90	1.45	1.15	1.47	1.47	1.45	1.45	1.10	1.50	1.60
40	2.50	1.90	1.60	1.94	1.94	2.13	2.13	1.64	2.00	2.20
50	2.80	2.20	1.90	2.21	2.21	2.58	2.58	1.98	2.50	2.60
100	4.30	3.70	3.15	3.22	3.22	4.03	4.03	3.11	3.75	4.10
150	5.45	4.91	4.15	4.23	4.23	5.28	5.28	4.23	4.75	4.73
200	6.57	6.03	5.15	5.24	5.24	6.53	6.53	5.13	5.75	5.35
250	7.70	7.16	5.90	6.25	5.87	7.28	7.28	6.03	6.75	5.98
300	8.82	7.84	6.65	7.27	6.50	8.03	8.03	6.71	7.75	6.60
400	11.07	9.07	8.15	9.29	7.76	9.53	9.53	8.06	9.75	7.85
500	13.32	10.20	9.65	11.32	9.02	11.03	11.03	9.41	11.75	9.60
1,000	24.57	15.82	15.90	21.44	15.32	17.28	17.28	16.16	21.75	18.35
1,500	35.82	21.44	22.15	31.57	21.62	25.35	23.53	22.91	31.75	27.10
2,000	47.07	27.07	28.40	41.69	27.92	33.80	29.78	29.78	41.75	35.85
3,000	69.57	38.32	40.90	61.94	40.52	50.70	42.28	43.16	61.75	53.35

**All-Electric Service.

***Effective November through April for All Electric Service.

**FORMAL ORDERS ISSUED BY THE COMMISSION ON DATA
FURNISHED AND RECOMMENDATION MADE BY THE
ELECTRICAL UTILITIES DIVISION**

Order E-896, issued July 10, 1963, approved appraisal of electric distribution properties of Clinton and Lydia Cotton Mills.

Order E-897, issued July 18, 1963, authorized Duke Power Company to exchange shares of Duke stock for all shares of stock of Belton Light and Power Company, and upon completion of the transfer of stock, it is proposed to liquidate Belton with Duke to provide all utility services now provided by Belton.

Order E-898, issued July 31, 1963, approved the proposed consolidation, merger and transfer of the Belton Light and Power Company property, powers, franchises and privileges with those of Duke Power Company. A Certificate of Convenience and Necessity was granted to Duke, authorizing said Company to render public utility electric service in the area now served by Belton Light and Power Company.

Order E-899, issued September 19, 1963, set a date of October 2, 1963, for hearing Duke Power Company's request to sell certain electric distribution lines and equipment to the City of Gaffney.

Order E-900, issued October 23, 1963, authorized Duke Power Company to sell to the City of Gaffney certain facilities used in rendering service to sixty-five customers in territory annexed to the City of Gaffney. A Certificate of Convenience and Necessity was granted to Duke to permit that Company to discontinue service to these customers when service was begun by the City of Gaffney.

Order E-901, issued October 28, 1963, approved revised Agreement between South Carolina Electric & Gas Company and Georgia Power Company for the sale by South Carolina Electric & Gas Company to Georgia Power Company certain electric capacity and energy. Also authorized (as a supplement to Order E-880, issued October 9, 1962) South Carolina Electric & Gas Company to assume all of South Carolina Generating Company's obligations and liabilities pursuant to merger of the two companies.

Order E-902, issued December 11, 1963, adopted the Sixth Edition of the National Electric Safety Code, rather than the Fifth Edition, as a part of the Rules and Regulations Governing the Operation of Electric Utilities in South Carolina.

Order E-903, issued December 18, 1963, authorized Carolina Power & Light Company to amend its Service Regulations by de-

leting from Paragraph (a) of Section 1 of said Regulations the figures and letters "25 KW" and by substituting in lieu thereof the figures and letters "50 KW".

Order E-904, issued December 18, 1963, authorized Carolina Power & Light Company to adopt Pole Type Street Light Service Schedule SL-1E superseding Pole Type Street Lighting Service Schedule SL-1D.

Order E-905, issued January 16, 1964, dismissed complaint of South Carolina Public Service Authority asking the Commission to require Carolina Power & Light Company to cease and desist from the construction and operation of an electrical line from Andrews, South Carolina, to a new industrial plant under construction about one mile north of the Santee River.

Order E-906, issued January 16, 1964, approved contract between Duke Power Company and Southeastern Power Administration for the delivery of Hartwell power and energy (and when necessary deficiency energy) to preference customers in South Carolina.

Order E-907, issued February 5, 1964, denied Petition for Re-Hearing by South Carolina Public Service Authority on the ruling and dismissal of the complaint made by the original Order E-905, issued January 16, 1964.

Order E-908, issued February 27, 1964, authorized Carolina Power & Light Company to adopt Public School Service Schedule PS-2B superseding Public School Service Schedule PS-2A.

Order E-909, issued February 27, 1964, authorized Carolina Power & Light Company to adopt Military Service Schedule MS-1C superseding Military Service Schedule MS-1B.

Order E-910, issued March 17, 1964, authorized South Carolina Electric & Gas Company to adopt revised commercial and small power rates in order to pass on to its customers the savings the Company will realize under the tax reduction laws recently passed by Congress. Also to eliminate from all published tariffs the "Fuel Adjustment Clause."

Order E-911, issued March 24, 1964, approved Duke Power Company's request to withdraw Annual Minimum Charge from All-Electric Service Schedule RA.

Order E-912, issued April 28, 1964, approved Duke Power Company's Revised Rate Schedules R, RA, RW, L, CA, BC, TS, and 2. This will effect a reduction in the Company's revenue, which will

pass on to the Company's customers the benefits of the recent Federal Income Tax reduction.

Order E-913, issued April 8, 1964, authorized Carolina Power & Light Company to substitute a number of new rate schedules for existing schedules, resulting in reduced charges for electric service and improvement of the rate structure of the Company.

Order E-914, issued April 21, 1964, approved Duke Power Company's application of a statutory merger with Duke Power Company of North Carolina, and Application of Duke Power Company of North Carolina for a Certificate of Convenience and Necessity authorizing it to acquire, own, operate and control, as the corporation surviving said merger all of the public utility plants and systems owned, operated and controlled by the constituent corporations on the effective date of merger.

Order E-915, issued April 29, 1964, authorized Carolina Power and Light Company to issue and sell 125,000 additional shares of its common stock, without par value, under its Stock Purchase Savings Program for Employees, proceeds to be used for general corporate purposes of the Company.

Order E-916, issued April 29, 1964, authorized Carolina Power and Light Company to issue 5,509,613 shares of its common stock, without nominal or par value in order to accomplish a stock split on a basis of two for one.

Order E-917, issued April 29, 1964, authorized South Carolina Electric & Gas Company to inaugurate an Employee Stock Purchase-Savings Program.

Order E-918, issued May 6, 1964, authorized South Carolina Electric & Gas Company to issue \$808,000 principal amount of its First and Refunding Mortgage Bonds 3% 1980 Series for Sinking Fund Requirements.

Order E-919, issued May 7, 1964, requires any electric utility subject to the jurisdiction of the Public Service Commission to file with the Commission plans, together with maps, showing proposed construction of any rural line extension within three hundred feet of any line of any other supplier of electric service.

Order E-920, issued May 13, 1964, authorized Duke Power Company to sell all of its registered motor vehicles to Joseph Hull Robinson, as Trustee, under a Trust Indenture and simultaneously with said sale Duke Power Company will lease all of said vehicles from

the said Trustee upon the terms and conditions of a motor vehicle lease or leases.

Order E-921, issued May 26, 1964, approved Fourth Revised Leaf J of its Rules and Regulations to permit "Garden Type" apartments to be served on the General Service Schedules of Duke Power Company.

Order E-922, issued June 9, 1964, authorized Carolina Power & Light Company to issue and sell 250,000 shares of its Common Stock to underwriters under a Common Stock Underwriting Agreement and to issue and sell \$30,000,000 of its First Mortgage Bonds ____% Series Due 1994, proceeds to be used in construction program.

Order E-923, issued June 10, 1964, authorized The Electric Company to adopt Schedule R, superseding old Schedule R; Schedule RA, a new schedule; and Schedule L, superseding old Schedule L.

Order E-924, issued June 30, 1964, approved certain changes in the wording of Schedules 11 and 11-A and in the Contract Forms used in connection with sale of electric service to Rural Electric Cooperatives by Duke Power Company.

Order E-925, issued June 23, 1964, approved the price of \$36.225 per share to be paid to Carolina Power & Light Company by the underwriters for 250,000 additional shares of its common stock.

Order E-926, issued June 23, 1964, authorized Carolina Power & Light Company to sell \$30,000,000 First Mortgage Bonds at an interest rate of 4.50% and 100.363% of the principal amount of Bonds. Lehman Brothers, Blyth & Co., Inc., Salomon Brothers & Hutzler were the successful bidders for these Bonds authorized by Order E-922.

Order E-927, issued June 24, 1964, authorized Duke Power Company to issue and sell 350,000 shares of a new series of preferred stock of the par value of \$100 per share, to be designated as ____% Cumulative Preferred Stock, Series C, proceeds to be used by Company to redeem all of its issued and outstanding 5.36% Cumulative Preferred Stock, Series B and for construction program.

Installed Generating Capacity in South Carolina—June 30, 1964

	Installed Capacity—Kilowatts			
	Steam	Internal Combustion	Hydro	Total
Privately-Owned				
Carolina Power & Light Company.....				
H. B. Robinson.....	182,000			182,000
Duke Power Company				
Boyd's Mill			960	960
Cedar Creek		45,000		45,000
Dearborn		45,000		45,000
Fishing Creek		36,720		36,720
Gaston Shoals		9,140		9,140
Great Falls		24,000		24,000
Holiday's Bridge		3,600		3,600
Lee	345,000			345,000
Ninety-Nine Islands		18,000		18,000
Rocky Creek		28,000		28,000
Saluda		2,600		2,600
Tiger	30,000			30,000
Tumbling Shoals			300	300
Van Patton			600	600
Wateree			56,000	56,000
Wylie			60,000	60,000
Total—Duke Power Company.....	375,000		329,920	704,920
Lockhart Power Company				
Lockhart	5,000		12,300	17,300
S. C. Electric & Gas Company				
Beaufort (GT)		33,450		33,450
Canadys	275,000			275,000
Charleston (GT)		11,150		11,150
Columbia Canal			10,600	10,600
Dreher Shoals (Lake Murray).....			130,000	130,000
Hagood	85,000			85,000
Neal Shoals			3,900	3,900
McMeekin	275,000			275,000
Parr Shoals	72,500		14,880	87,380
Stevens Creek			18,880	18,880
Urquhart	250,000			250,000
Total—S. C. Electric & Gas Co.....	957,500	44,600	178,260	1,180,360
Total—Privately-Owned Utilities	1,519,500	44,600	520,480	2,084,580
Publicly-Owned				
Abbeville		1,000	2,600	3,600
Greenwood County Electric Power Com.....	18,500		15,000	33,500
S. C. Public Service Authority.....	100,000	22,300	134,535	256,835
* Clark Hill—Army Engineers			*280,000	*280,000
*Hartwell—Army Engineers			*264,000	*264,000
Total—Publicly-Owned Utilities	118,500	23,300	696,135	837,935
TOTALS	1,638,000	67,900	1,216,615	2,922,515

* Half of capacity of Clark Hill and Hartwell allocated to South Carolina.

Rural Electrification

When the use of electric service for lighting and power was begun late in the last century, the first customers to make use of this new convenience were those concentrated in the larger cities and towns where a large number of customers who were near the generating stations, could be served with a minimum of lines and equipment. Those who lived a long way from the generating stations, and particularly those in rural areas could obtain service only at great expense, usually to themselves.

During the 1920's there was a great increase in the use of electric service throughout the United States and particularly in South Carolina where numerous small towns sold their electric generation and distribution properties to the privately-owned utilities who immediately began connecting these towns with high power transmission lines so as to provide more dependable service to consumers. At the same time, "country folks" near some of these transmission lines were provided service.

Although it was considerably more expensive to provide rural service, a large number of rural inhabitants secured electric service, sometimes building their own lines to connect with the urban distribution lines.

The Commission's Annual Report for the year ending December 31, 1932, indicated that eight of forty rural electric extensions investigated by the Division (which was organized and set up under an Act of General Assembly, approved by the Governor on April 8, 1932), had been constructed by the Electric Utilities involved, and these lines were built without formal Hearing or Order before the Commission.

During the 1933 session of the General Assembly, Act 275 was passed and signed by the Governor on April 29, 1933. Under this Act, the State Highway Department was instructed to construct and maintain an electrical system "to procure as far as practicable an abundant and cheap supply of electric light and power for use of the Department for traffic improvement and maintenance of the State system of highways and to obtain, as incidental thereto, and in connection therewith, service of light, heat and power for the industries and homes of the farmers of the State under the most economical conditions." The Electric Utilities Division of the Railroad Commission (name later changed to the Public Service Commission) was instructed to assist in mak-

ing surveys, estimates of costs, rate making, designs and other necessary matters. The Highway Department was also empowered to borrow not less than \$100,000 from the Reconstruction Finance Corporation, under the Federal "Emergency Relief and Construction Act of 1932" to carry out the purposes of the Rural Electrification System authorized by the General Assembly.

Major Arthur R. Wellwood was chosen to direct the project and hearings were held in September. Attendance at these hearings indicated the great interest of the people of South Carolina in rural electrification and fifty-three groups filed applications for service during the hearings. The Report filed by Major Wellwood and his assistants on December 15, 1933 covered 440 widely distributed line extensions to serve 16,839 potential customers.

The entire country was in the depths of the "Great Depression," and the federal government was making federal money available for a large number of "make work projects." Early in the fall of 1934, the Electrical Utilities Division and the Commission made application to the Federal Emergency Relief Administration for funds with which to make a "Rural Electrification" survey of South Carolina.

During January, 1935, Senator James F. Byrnes advised the Commission that funds had been allotted for the survey. This survey under the direction of the Electrical Utilities Division was begun on February 1, and by the middle of that month, information was being gathered from every county in South Carolina.

Construction standards were established and unit costs determined so that the cost of each proposed rural line could be estimated. The survey also determined the amount of power probably to be used on each of the proposed lines. From this information, it could be determined whether the line could be justified and constructed.

After exhaustive study by the engineering and legal staff, it was determined that a separate organization, rather than the Electrical Utilities Division would have to be set up to handle the rural electrification of South Carolina, so that Public Works Administration money could be obtained.

With the help of Public Works Administration legal talent, a bill was drafted for submission to the South Carolina General Assembly.

This Act was approved by the Governor on March 14, 1935, and the State Rural Electrification Authority took over the task begun by the Electrical Utilities Division personnel.

The Rural Electrification Administration was created by Executive Order of the President on May 11, 1935. The Order, which was numbered 7037, was less than two pages long, and it granted powers to an REA Administrator to "initiate, formulate, administer, and supervise a program of approved projects with respect to the generation, transmission and distribution of electric energy in rural areas."

The Rural Electrification Act, signed by President Roosevelt on May 20, 1936 established REA as a lending agency and granted clear preference to non-profit organizations.

In 1937 the Rural Electric Administration drafted a model law for the states called the "Electric Cooperative Corporation Act" and by 1940 there were 23 states which had adopted legislation based on this model law. The Governor approved the South Carolina Rural Electric Cooperative Act on May 12, 1939.

As rural electric cooperatives were set up in South Carolina, the lines planned and constructed by the South Carolina Rural Electrification Authority were merged into plans and construction of the cooperatives and the South Carolina authority was released from its authority and responsibility for the construction and operation of rural lines in South Carolina.

The people of the United States were beginning to forget the great depression and were ready for the labor saving appliances that electric service could provide, and since people now could pay for electric service, every organization providing electric service in South Carolina began a crash program to build as many electric lines to serve as many customers as possible.

The Electric Utilities Division continued to make surveys of proposed rural electric line extensions and passed on to the utilities, the municipalities and the rural electric cooperatives such information as was collected so that on June 30, 1940 there were 10,493 miles of rural electric lines serving 54,905 customers.

During World War II the construction of rural lines was slowed down so that vital materials could be used in the war effort. As of June 30, 1945 there were 18,474 miles of line with 90,292 customers, a great many of the additional customers being connected to existing distribution lines with short service drops.

During the period 1945-1949 the material situation was much better and by June 30, 1949 there were 32,183 miles of rural electric distribution lines serving 180,719 rural customers of the REA financed cooperatives, the municipalities, the privately-owned utilities, Greenwood County Electric Power Commission and South Carolina Public Service Authority (Santee Cooper).

As of July 1, 1960 there were 48,529 miles of rural electric lines serving 302,967 customers—and a large number of customers who had been reported as “rural” in previous years were now in areas that had been annexed to towns and cities in South Carolina, and were not included in the figures showing rural customers as of July 1, 1960.

By the end of December 1960, the cooperatives in South Carolina were operating more than 34,000 miles of rural electric distribution lines to serve nearly 143,000 customers whose average monthly residential use has increased to about 291 kilowatt-hours per month, comparing very favorably with the national average annual residential electric use which was 3,790 Kwhrs, or about 316 Kwhrs, per month.

As of July 1, 1962, there were 50,392 miles of rural lines in South Carolina serving 319,096 customers, and many thousands of additional “sub-urban” customers are receiving the same reliable central station service enjoyed by city customers.

The “1963 Watt’s What” of the South Carolina Electric Cooperative, Inc., reports a total of approximately 33,900 miles of line serving nearly 154,000 customers. These customers during 1961 used an average of 4,000 kilowatt-hours annually for which they paid an average rate of 2.30 cents per kilowatt-hour. The average residential customer throughout the entire United States during 1963 used an average of 4,440 kilowatt-hours (only 11% more than the South Carolina rural cooperative customer) at an average rate of 2.37 cents per kilowatt-hour which average rate is about 10.3 percent higher than that paid in South Carolina by cooperative residential consumers.

The average annual use of electric service by those living in rural areas of South Carolina is now very near the average annual use of electric service for domestic purposes throughout the entire United States. The average cost per kilowatt-hour of residential service in urban and rural areas of South Carolina is the same when it is furnished by the privately-owned utilities

and this average of 1.964 cents per kilowatt-hour is well below the national average of 2.37 cents. The average residential rate paid by customers of REA cooperatives and other public-owned electric lines is also below the national average rate.

The growth of rural electrification in South Carolina has been very rapid. There are now nearly half a million rural and suburban electric customers in South Carolina receiving central station service; that is, they are served by the same generating stations that serve the urban customers. It is believed that practically every rural and suburban home in South Carolina that desires electric service now has or can secure electric service. Of course there are isolated cases where several miles of line would be required to serve a single home far removed from other homes, or even a fishing shack on a river, and where the cost of providing service is greatly out of proportion to the use to be made of electric service.

The big job left to be done by those selling rural electric service is in connecting those customers living on present lines who for various reasons have not secured electric service and those new customers who build new homes adjacent to present lines and in increasing the capacity of present lines to take care of the greatly increased loads due to the use of more and more time-saving and money-saving convenient electric appliances.

The Commission and staff have always worked with all potential electric consumers and have helped thousands of them to secure central station electric service.

ACCOUNTING

The accountants, of this Division, during the past fiscal year made test studies, accounting checks and investigations of the accounting of the privately-owned electrical utilities operating in South Carolina. Special emphasis was given to changes such as "Investment Credit" and the effect of the 1964-65 income tax reductions on the net operating revenue of the companies. Approval was given by the Commission for a reduction in rates reflecting this reduction in income taxes and other savings resulting from efficiencies of operations.

Other studies were made and conferences were held in connection with the continued expansion program of these utilities relating to financing to keep pace with the continued industrial

growth of the State. These expansion programs extend over a period of years and it is necessary each year for further financing to be done in order to carry out the proposed long-range program. Securities for financing this expansion cannot be issued by the companies without first getting the approval of the South Carolina Public Service Commission. It is therefore important that these studies be made of the financial status of the companies in order that the Commission may be informed on pertinent data when application for financing or re-financing is made by the companies.

The following financing and re-financing was approved during the last fiscal year:

Duke Power Company, Charlotte, N. C., to issue and sell 350,000 shares of 4.50% (Series C) Cumulative Preferred Stock (\$100 par value), proceeds to be used in redeeming all of its issued and outstanding 5.36% Cumulative Preferred Stock, Series B, and for construction program.

Carolina Power & Light Company, Raleigh, N. C., to issue and sell 125,000 shares of common stock, without par value, to be sold pursuant to a Stock Purchase Savings Program for Employees. The proceeds will be used for general corporate purposes of the Company and will provide the Company with new permanent capital.

To issue 5,509,613 additional shares of common stock without par value, for the purpose of effecting a "stock split" of the Company's outstanding common stock on the basis of two (2) shares for one (1), by the issuance to each holder of shares of common stock of the Company, one additional share of such stock of the Company held by such stockholder.

To issue and sell 250,000 shares of common stock to underwriters under a Common Stock Underwriting Agreement, proceeds to be used in construction program.

To issue and sell \$30,000,000 of its First and Refunding Mortgage Bonds 4½% 1994 Series, proceeds to be used in construction program.

South Carolina Electric & Gas Company, Columbia, S. C., to issue and sell \$808,000 of its First and Refunding Mortgage Bonds, 3% 1980 Series for Sinking Fund Requirement.

Authorized to inaugurate an Employee Stock Purchase Savings Program, subject to the approval thereof by not less than two-thirds of the holders of its outstanding common stock.

Authority was given to Clinton Cotton Mills and Lydia Cotton Mills to use an appraisal of its electric utility systems made by Mr. A. J. Sears, Electrical Engineer, in setting up its books and records in accordance with instructions from the South Carolina Public Service Commission.

The acquisition of Belton Light & Power Company by Duke Power Company was approved by the Commission. Belton Light & Power Company was liquidated as of November 11, 1963, and its assets and liabilities were transferred to Duke Power Company as of that date.

Duke Power Company was authorized to sell to the City of Gaffney the electric facilities serving sixty-five customers in recently annexed territory for a cash consideration of \$33,830.00.

Approval was given to Duke Power Company to sell its motor vehicles, including buses, trucks, trailers, and automobiles to Joseph Hull Robinson, as Trustee, under a Trust Indenture and simultaneously with said sale, Duke Power Company shall lease all of said vehicles from the said trustee upon the terms and conditions of a motor vehicle lease or leases. This sale and lease-back will result in a savings in capital costs and Federal income taxes.

The Companies having steadily increased the facilities to take care of the demand for power, have steadily increased their operating revenues. The Gross Electric Revenues for the year ended December 31, 1963, were as follows:

<i>Utility</i>	<i>Gross Electric Revenues</i>
Belton Light & Power Co., Belton, S. C. (See Note 1)	\$ 544,396.00
Carolina Power & Light Co., Raleigh, N. C.	17,582,144.62
Clinton Cotton Mills (Village), Clinton, S. C.	40,191.18
Duke Power Company, Charlotte, N. C.	60,646,889.44
Heath Springs Light & Power Co., Heath Springs, S. C.	87,044.88
Joanna Community Corporation, Joanna, S. C.	56,267.25
Kershaw Oil Mill, Kershaw, S. C.	187,424.62
Lydia Cotton Mills (Village), Clinton, S. C.	34,015.01
Lockhart Power Co., Lockhart, S. C.	1,816,926.00
South Carolina Electric & Gas Co., Columbia, S. C.	54,228,107.15
South Carolina Generating Co., Columbia, S. C. (See Note 2)	8,383,767.37
The Electric Company, Fort Mill, S. C.	167,799.83
TOTAL	\$ 143,774,973.35

Note 1—Company was liquidated as of November 11, 1963, and its assets and liabilities were transferred to Duke Power Company as of that date.

Note 2—Merged with parent company (South Carolina Electric & Gas Company) as of October 31, 1963.

While the gross revenues have increased, correspondingly materials, supplies and other operating costs have increased.

SOUTH CAROLINA ELECTRIC REVENUES (GROSS)

1936 to 1963 inclusive are as follows:

1936	\$ 17,250,968.99
1937	19,058,975.63
1938	18,632,174.46
1939	20,417,557.84
1940	22,044,952.35
1941	26,305,668.19
1942	27,119,766.54
1943	26,497,181.34
1944	27,299,547.24
1945	27,881,137.02
1946	29,518,589.39
1947	33,991,748.64
1948	39,879,846.08
1949	43,755,574.96
1950	49,143,039.09
1951	53,836,852.95
1952	62,604,729.68
1953	68,655,918.48
1954	77,978,518.07
1955	85,812,000.87
1956	96,880,149.96
1957	101,943,134.99
1958	107,873,936.17
1959	113,310,412.39
1960	118,083,813.76
1961	125,273,144.77
1962	135,495,234.10
1963	143,774,973.35

State and local taxes paid during the year amounted to \$14,581,910.75.

Organizations Furnishing Retail Electric Service in Urban and Rural Areas of South Carolina as of June 30, 1963

Privately Owned Electric Companies	Managing Officer	Address
Belton Light & Power Co.	Julius A. Blake, Pres.	Belton, S. C.
Carolina Power & Light Co.	Shearon Harris, Pres.	Raleigh, N. C.
Duke Power Co.	W. B. McGuire, Pres.	Charlotte, N. C.
Heath Springs Light & Power Co.	W. H. Bridges, Pres.	Heath Springs, S. C.
Kershaw Oil Mill	O. W. Knight, Mgr. Elec. Div.	Kershaw, S. C.
Lockhart Power Co.	W. F. Tribble, Asst. Treas. ...	Lockhart, S. C.
S. C. Elec. & Gas Co.	S. C. McMeekin, Pres.	Columbia, S. C.
The Electric Co.	J. W. McAlhaney, Mgr.	Fort Mill, S. C.

Rural Electric Cooperatives

Publicly Owned (Federally Financed) Electric System	Managing Officer	Address
Aiken Co. Elec. Co-op. Inc.	R. E. Thomson, Mgr.	Aiken, S. C.
Berkeley Elec. Co-op. Inc.	J. M. Spann, Mgr.	Moncks Corner, S. C.
Black River Elec. Co-op., Inc. ..	R. B. Dinkins, Mgr.	Sumter, S. C.
Blue Ridge Elec. Co-op., Inc. ..	A. J. Hurt, Mgr.	Pickens, S. C.
Broad River Elec. Co-op., Inc. ..	Broadus V. Brown, Mgr.	Gaffney, S. C.
Coastal Elec. Co-op., Inc.	Percy W. Townsend, Mgr.	Walterboro, S. C.
Edisto Elec. Co-op., Inc.	H. S. Tomlinson, Supt.	Bamberg, S. C.
Fairfield Elec. Co-op., Inc.	B. English Lyles, Mgr.	Winnsboro, S. C.
Greenwood Co. Rural Elec. Sys..	T. W. Henderson, Mgr.	Greenwood, S. C.
Horry Elec. Co-op., Inc.	H. O. Stogner, Mgr.	Conway, S. C.
Laurens Elec. Co-op., Inc.	Henry M. Faris, Mgr.	Laurens, S. C.
Little River Elec. Co-op., Inc. ..	F. Willard Brown, Mgr.	Abbeville, S. C.
Lynchies River Elec. Co-op., Inc..	J. B. Williams, Mgr.	Pageland, S. C.
Marion Elec. Co-op., Inc.	H. G. Stackhouse, Mgr.	Marion, S. C.
Marlboro Elec. Co-op., Inc.	Robert B. Awbrey, Mgr.	Bennettsville, S. C.
Mid-Carolina Elec. Co-op., Inc...	M. Wise Caughman, Supt.	Lexington, S. C.
Newberry Elec. Co-op., Inc.	Hugh M. Epting, Mgr.	Newberry, S. C.
Palmetto Elec. Co-op., Inc.	R. C. Carpenter	Ridgeland, S. C.
Pee Dee Elec. Co-op., Inc.	Thomas R. Boseman, Mgr.	Darlington, S. C.
Salkhatchie Elec. Co-op., Inc...	H. C. Sanders, Mgr.	Barnwell, S. C.
Santee Elec. Co-op., Inc.	Basil Ward, Mgr.	Kingstree, S. C.
S. C. Public Service Authority	R. M. Jefferies, Gen. Mgr.	Moncks Corner, S. C.
Tri-County Elec. Co-op., Inc. ..	W. H. Norris, Mgr.	St. Matthews, S. C.
Fork County Elec. Co-op., Inc. ..	W. J. Wray, Mgr.	York, S. C.

Municipally Owned Utilities	Department	Managing Officer
Abbeville	Water and Electric Plant	George M. Speer, Supt.
Bamberg	Board of Public Works	J. W. Dukes, Supt.
Bennettsville	Electric and Water Plant	W. F. McMillan, Supt.
Camden	Dept. of Utilities	B. K. Rose, Supt.
Clinton	Light and Water Plant	R. G. Gredler, Supt.
Due West	Electric Light Department	O. H. Hawthorne, Supt.
Easley	City Light and Water Plant ..	B. K. Hill, Supt.
Gaffney	Board of Public Works	R. O. Carroll, Supt.
Georgetown	Board of Public Works	T. O. Robinson, Supt.
Greenwood	Commissioners of Public Works.	W. R. Wise, Supt.
Greer	Commission of Public Works ..	C. C. Lanford, Supt.
Laurens	Commission of Public Works ..	B. E. Brooks, Eng. Mgr.
McCormick	Commission of Public Works ..	H. R. Brown, Supt.
Newberry		K. W. Riebe, City Manager
Ninety Six	Commission of Public Works ..	R. E. Wingard, Supt.
Orangeburg	Water and Light Plant	Alan M. Johnstone, Supt.
Prosperity	Commission of Public Works ..	J. H. Nunley
Rock Hill		W. M. Kennedy, City Manager
Seneca	Light and Water Plant	J. L. Murphy, Supt.
Union	Commission of Public Works ..	Ben Sheffield, Supt.
Winnsboro	Light and Water Dept.	B. B. Meng, Supt.
Westminster	Commission of Public Works ..	H. G. Cowan, Supt.

Power Companies Operating in South Carolina June 30, 1964

Power Company	Territory Served	Managing Officer	Address
Carolina Power and Light Company.....	Andrews, Ashland, Auburn, Aynor, Bethea, Bethune, Bishopville, Blaney, Blenheim, Britton, Brogdon, Cades, Cartersville, Cheraw, Chesterfield, Clio, Coward, Darlington, Dillon, Dovesville, Drake, Ebenezer, Effingham, Elliott, Florence, Gallivants Ferry, Greeleyville, Green Sea, Hagood, Hamer, Hartsville, Heine- man, Hemingway, Horatio, Jefferson, Johnsonville, Kingstree, Lake City, Lakeview, Lamar, Lane, Latta, Little Rock, Lugoff, Lynchburg, Lydia, Manning, Manville, Marion, Mars Bluff, Mayesville, McBee, McColl, Motbridge, Mt. Croghan, Mullins, NeSmith, New Zion, Nichols, North Mullins, Oates, Olanta, Oswego, Pageland, Pamplico, Patrick, Pax- ville, Pinewood, Rembert, Ruby, Salters, Denot, Sardinia, Seranton, Sellers, Shaw AFB, Society Hill, South Lynchburg, South Marion, Stateburg, Stokes Bridge, St. Paul, Summerton, Sumter, Tatum, Timmonsville, Tur- beville, Wallace, Wedgefield, West Marion, Williamsburg, Winona, Zion, Willis, S. C.	Shearon Harris, President	Raleigh, N. C.
Clinton Cotton Mills	Clinton Mill Village	Geo. H. Cornelson, Vice-President	Clinton, S. C.
Duke Power Company.....	Anderson, Antreville, Arcadia, Arling- ton, Arkwright, Barksdale, Blacks- burg, Blair Mills, Boiling Springs,	William B. McGuire, Jr., President..	Charlotte, N. C.

Duke Power Company.....

Bon Avon, Brandon, Broadway, Calhoun, Camp Sevier, Campobello, Campton, Cashville, Catawba, Cedar Springs, Centerville, Central, Cherokee Springs, Chesnee, Chester, Chick Springs, City View, Clevedale, Cleveland, Clifton Mills, Clinton, Clover, Cokesbury, Cold Point, Concord, Conestee, Converse, Cowpens, Crescent, Cross Hill, Deans Station, Delphia, Disputanta, Donalds, Drayton, Duncan, East Gaffney, Edgemoor, Elgin, Enoree, Eureka Mills, Evansville, Fairforest, Fairmont, Filbert, Fingerville, Flat Rock, Flat Woods, Fork Shoals, Fort Lawn, Fountain Inn, Gaffney, Glendale, Glenn Springs, Gluck Mill, Gowansville, Gramling, Grassy Pond, Gray Court, Gray's Gin, Great Falls, Greenville, Greer, Harris, Haynes, Hickory Grove, Hickory Tavern, Hillcrest, Hodges, Holly Springs, Honea Path, Inman, Iva, King's Creek, La France, Lancaster, Lando, Landrum, Langford Station, Laurens, Leslie, Lewis Turnout, Level Land, Liberty, Lone Oak, Lowrys, Lyman, Madden, Marietta, Mascot, Maud, Mauldin, Mavo, McConellaville, Midway, Monaghan, Moore, Mountville, Mountain Creek, Mt. Gallagher, New Prospect, Newry, Norris, Ora, Orrville, Owings, Pacolet, Pauline, Pelham, Pelzer, Pendleton, Pickens, Piedmont, Popular Springs, Princeton, Reidsville, Renfrew, Richburg, Rodman, Roebuck, Salem Church, Sandy Springs, Saxton, Sedalia, Sharon, Sigsbee, Simpsonville, Six Mile, Smyrna, Spartanburg, Starr, Switzer, Taylors, Tiger-ville, Tirzah, Townville, Travelers Rest, Trough Shoals, Tucapau, Una,

Power Companies Operating in South Carolina June 30, 1964—Continued

Power Company	Territory Served	Managing Officer	Address
Duke Power Company.....	Valley Falls, Verdery, Walhalla, Ware Shoals, Waterloo, Watts Mill, Wellford, West Greenville, West Pelzer, Union, West Union, White Stone, Whitmire, Whitney, Woodruff, York, S. C.	William B. McGuire, Jr., President...	Charlotte, N. C.
The Electric Company	Fort Mill, S. C.	J. W. McAlhaney, Manager	Fort Mill, S. C.
Heath Springs Light & Power Company	Heath Springs, Pleasant Hill, S. C.	W. H. Bridges, President.....	Heath Springs, S. C.
Joanna Community Corporation	Joanna, S. C.	J. S. Bolick, Manager	Joanna, S. C.
Kershaw Oil Mill	Kershaw, S. C.	O. W. Knight, Manager.....	Kershaw, S. C.
Lockhart Power Company	Adamsburg, Cross Anchor, Cross Keys, Jonesville, Lockhart, Monarch, Pacolet Mills, Sedalia, S. C.	W. F. Tribble, Asst. Treasurer	Lockhart, S. C.
Lydia Cotton Mills	Lydia Mill Village	Geo. H. Cornelson, Vice-President	Clinton, S. C.
South Carolina Electric & Gas Co.	Arden, Ballentine, Batesburg, Blythewood, Bowman, Cameron, Carlisle, Cayce, Chapin, Chappells, College Place, Columbia, Cordova, Creston, Dentsville, Eastover, Eau Claire, Edgewold, Edgewood, Elloree, Forest Acres, Fort Motte, Gadsden, Gaston, Gilbert, Hopkins, Hyatts, Irmo, Jenkinsville, Johnston, Leesville, Lexington, Little Mountain, Livingston, Lykesland, Monetta, Neeses, North, Norway, Parler, Parr, Peak, Pelion, Perry, Pomaria, Pontiac, Red Bank, Ridge Spring, Ridgeway, Ridgewood, Rion, Rockton, Rowesville, Royster, Salley, Saluda, Santuc, Seivern, Shelton, St. Matthews, Summit, Swansea, Trenton, Wagener, Ward, West Columbia, White Rock, Woodford, S. C.	S. O. McMeekin, President	Columbia, S. C.

South Carolina Electric and Gas Com-
pany Successor to South Carolina
Power Company.....

Adams Run, Aiken, Allendale, Ashley
Junction, Ashley Phosphate, Awen-
daw, Bamberg, Barnwell, Bath,
Beach Island, Beaufort, Belvedere,
Berry Hill, Blackville, Bluffton,
Bordeaux, Boyer, Branchville, Brun-
son, Burnettstown, Burton, Calhoun
Falls, Canadys, Charleston, Chero-
kee, Chicora, Clark's Hill, Clear-
water, Connors, Cooper Yard, Coosa-
watchie, Cope, Cottageville,
Crocketville, Dale, Denmark, Dor-
chester, Drayton Hall, Dunbarton,
Dupont, Early Branch, Edgefield,
Edisto Island, Ehrhardt, Elko, El-
lenton, Estill, Eutawville, Fairfax,
Furman, Garnett, Gloverville, Good-
rich, Govan, Grahamville, Granite-
ville, Green Pond, Hampton, Hana-
han, Hardeeville, Harleyville, Hen-
dersonville, Holly Hill, Horse Pond,
Isle of Palms, James' Island, Jed-
burg, John's Island, Johnstown,
Kline, Langley, Lincolnville, Lodge,
Luray, Madison, Magnolia, Mary-
ville, McClellanville, Meggetts,
Myers, Midland Park, Miley, Modoc,
Montmorenci, Mt. Carmel, Mt.
Pleasant, North Augusta, North
Charleston, Olar, Parksville, Plum
Branch, Pocotaligo, Port Royal,
Pritchardville, Ravenel, Reevesville,
Rosinville, Ridgeland, Ridgeville,
Round, Ruffin, Scotia, Seiglingville,
Sheldon, Six Mile, Smoaks, Snellings,
Springfield, St. Andrew's Parish, St.
George, Sullivan's Island, Summer-
ville, Switzerland, Scyamore, Ten
Mile, Tillman, Troy, Ulmers, Vance,
Varnville, Vaulcuse, Walterboro,
Warrenville, White Pond, Williams,
Willington, Williston, Windsor,
Yemassee, Yonges Island, S. C.

H. A. Petit, Vice-
President

Charleston, S. C.

POWER COMPANIES OPERATING IN SOUTH CAROLINA, JUNE 30, 1964—Continued

Power Company	Territory Served	Managing Officer	Address
South Carolina Public Service Authority (Santee Cooper)	Atlantic Beach, Burgess, Conway, Cherry Grove Beach, Crescent Beach, Floral Beach, Ingram Beach, Loris, Little River, Monck's Corner, Myrtle Beach, Murrell's Inlet, Ocean Drive Beach, Socastee, Wampee, St. Stephen, S. C.....	J. B. Thomason, Assistant to the General Manager	Moncks Corner, S. C.